

was necessary for the full development of the tendencies of the tariff, but maintained that these tendencies would prove increasingly mischievous instead of beneficial. He repudiated the charge that the late Government was accountable for the enormous deficit of 1878-79, and pointed out the dangerous ground taken by Sir Leonard Tilley in his arguments from recurring deficits such as he might himself have to encounter for years to come. The "heavy engagements" the Finance Minister complained of, his own Government were entirely responsible for, and they were now reaping the fruit of their own sowing.

Sir C. Tupper, in a two hours' speech, replied to Sir R. Cartwright and denounced his arrogance, his superciliousness, his self-conceit, and his instability to principle with a force and plainness that verged on gross personality.

Mr Mackenzie dwelt on the proposal to increase the national currency by 8 millions as fraught with danger, and asked for fuller details.

WEDNESDAY.

In reply to a question Sir L. Tilley said arrangements were being made for the issue of \$150,000 in silver coinage of five and ten cent denomination. The proportion of twenty-five cents in fractional currency now in circulation amounts to \$116,940, in the hands of the Receiver-General \$43,091, and in the vaults \$172,500.

A number of private bills took up the attention of the house. The bill regarding marriage with a deceased wife's sister was amended, the house holding that while it was its duty to define what constituted a legal marriage it had nothing to do with the form or details of the contract, which appertained to the Legislatures.

THURSDAY.

Mr Caron asked whether it is the intention of the Government to allow a large number of the Active Militia to drill this year, and whether they will increase the number of days for the annual drill?

Hon Mr Masson said that 20,000 troops would be drilled for 12 days as last year.

Mr Caron asked whether it is the intention of the Government to hold a review of all the troops that can be assembled at Quebec to celebrate the Queen's Birthday on the 24th May next, and allow all that can attend pay and transport, as in 1878 and 1879?

Hon Mr Masson said that it was the intention to hold a review. It was not known how many troops would be present, and the allowance for pay and transport would be the same as at Toronto and Montreal.

The House went into Committee on Mr McCarthy's Bill to amend the Act to provide that persons charged with Common Assault shall be competent as witnesses.

The Bill was amended by making it apply to cases of assault and battery, and was then reported.

Mr Girouard (Jacques Cartier) moved the second reading of his Bill to regulate Stock Brokers, and suppress Gambling in Stocks. He said that there were only two Stock Exchanges, viz. one in Montreal and one in Toronto. These two Exchanges dealt almost entirely in Canadian Stocks. The result of these combinations has been great depreciation in hard times, and great inflation in good times. He gave several instances of Bank Stock quotations, to show the difference between the Broker's price and that at which the Directors of the Banks held it.

FRIDAY.

The following petition from Dr Lewis, Episcopal Bishop of Ontario, was presented against the bill to legalize marriage with a deceased wife's sister:

Your petitioner prays that the said bill be not passed for the following reasons: 1st. That there has been no demand for or petitions in favor of such a bill, and that its existence is prompted by those who, having broken the law, wish for indemnity.

2nd. That the Church of England, in Provincial Synod assembled in the year 1877, solemnly re-nacted the tie of affinity which forbids such marriages, and that the Synod was composed of the Bishops and representative clergy and laity from the Province of Ontario, Quebec, New Brunswick and Nova Scotia.

3rd. That Holy Scripture plainly forbids such marriages. In Leviticus, 18, 16, 20, 21 a man is forbidden to marry his brother's wife, and by parity of reasoning a man may not marry his wife's sister, unless it be argued that the 10th commandment does not forbid a woman to covet her neighbor's husband because such prohibition is not stated in so many words.

4th. That by the law of Christ a man and his wife become "one," and that, therefore, the Church for 1,400 years after Christ held that a man's wife's sister becomes his own sister.

5th. That an infringement of the table of affinity in the case of marriage with a deceased wife's sister, must inevitably lead to the abolition of the whole Code, so that a man may marry his wife's mother or his wife's daughter.

6th. That history proves that relaxation of the prohibited degrees wherein whosoever are related are forbidden in Scriptures and our laws to marry together, leads to laxity of morals and frequency of divorce, and that if a man may marry his deceased wife's sister, he may marry his divorced wife's sister.

7th. That the proposed bill for the abolition of aunts and sisters-in-law will wholly revolutionize domestic life, and introduce jealousies into families now happily free from them.

8th. That there is no force whatever in the argument that the sister of a deceased wife is the best and most natural guardian of her nephews and nieces; she may be so in the capacity of an aunt, but by no means necessarily as a step-mother.

9th. That those great departments of Christianity—the Church of Rome, the Church of England and the Church of Scotland—are wholly opposed to the principle of the proposed bill. It is true that the Church of Rome grants this dispensation as a witness against the lawfulness of the marriage in question. Moreover,

the first dispensation was given A.D. 1500 by Pope Alexander VI. (Borgia), to the King of Portugal.

For the aforesaid reasons your petitioner humbly implores your Honorable House to postpone action regarding the proposed bill and allow the various religious bodies of the Dominion an opportunity of expressing their convictions.

The debate on the budget was resumed by Mr Mackenzie, who quoted from the returns to show that both Sir L. Tilley and Sir C. Tupper's assertions regarding the deficits and increase of debt during the Reform administration were not borne out. Since the operation of the new tariff began to be felt—the "slime of the serpent" as he graphically described it—thousands of people had left St John for the United States, and in Quebec shipbuilding was never in a more depressed condition. He strongly deprecated the hostile language used towards the United States by members of the Government, and the hostile nature of its policy, both of which would only have the effect of raising a retaliatory spirit that could not fail to operate greatly to our disadvantage. Four millions of people could not expect to dictate to forty millions. The United States were but a British colony under a different form of government from ours. They were our natural customers, and it should be our object to cultivate commercial relations with them by conciliatory means, for it was absurd to suppose that defiant measures could be of any avail under the circumstances.

Mr Rykert followed in a partizan speech, after which the debate was adjourned.

MONDAY.

Out of respect to the memory of Mr Holton, the House adjourned.

GODMANCHESTER COUNCIL.

An adjourned special session of this council was held on Saturday the 13th inst. All the members present, except Coun Massam, who, having received injuries, was unable to attend; the Mayor presiding.

The question as to what course the council should pursue in regard to the \$5,800 belonging to this municipality lent to Andrew Somerville, Esq., on mortgage for five years, which time has expired, being brought up at the special session of this council held on Monday the first day of March, was, on motion, laid over for an expression of opinion by the ratepayers at a public meeting to be held this day, when at said meeting a resolution was passed authorizing the council to draw said money and relet it on first-class real estate mortgages in sums not less than \$500, the rate per cent to be fixed by the council. This resolution being laid before the council for consideration, after considerable discussion as to the legal jurisdiction of the council to let out said money on real estate mortgages,

It was moved by Coun Smellie, seconded by Coun Cunningham: That the Secretary-Treasurer be authorized to write to William W. Robertson, advocate, Montreal, for legal advice as to whether this council have legal jurisdiction to loan out said \$5,800 on first-class real estate mortgages. Carried.

Moved by Coun Walker, seconded by Coun Fallon: That the council stand adjourned till Saturday the 20th day of March instant at 2 o'clock in the afternoon, for the further consideration of the loaning out of said sum of \$5,800 and for the consideration of the legal advice. Carried.

HUNTINGDON COUNTY COUNCIL.

At the regular meeting of the County Council held on Wednesday the 10th inst., all the councillors were present, excepting Messrs and Woods.

Mr McFarlane was re-elected Warden, and Messrs Edwards and Johnson were appointed Delegates for the county for the current term of office.

Moved by Coun Edwards, seconded by Coun Johnson: That William W. Corbett be reappointed auditor. Carried.

Moved by Coun Barr, seconded by Coun Edwards: That the financial statement as submitted by the auditor, W. W. Corbett, from 31st May, 1879, to 31st December, 1879, be received, adopted, and passed, and that it be published in the Canadian Gleaner. Carried.

The Warden reported to the council that in accordance with the resolution passed by this council, authorizing Coun Ferns and himself to receive the report and specification of John Ross, special superintendent, for the repairing of the Murray bridge, stated that they had received the specification of John Ross, special superintendent, and had advertised for tenders for the said repairs and had let the work to John Dinneen for the sum of \$345, he being the lowest tenderer.

Moved by Coun Long, seconded by Coun Oliver: That the action of the Warden and Coun Ferns be confirmed and that the Secretary-Treasurer be authorized to pay for said work when completed. Carried.

Moved by Coun Cameron, seconded by Coun Barr: That Mr Richard Finn be appointed special superintendent to examine and report on the state of the Morrison bridge and report to this council at its first quarterly meeting; if considered dangerous to report at once to the Mayors of Elgin and Godmanchester, and in that case they to have authority to see it put into a fit state for the public travel at once. Carried.

Moved by Coun Long, seconded by Coun Ferns: That Angus McMaster, special superintendent over Beaver Creek, be released, and that John Nesbitt be appointed in his place, and also that James Vass, special superintendent over Spring creek, be released, and that Denis Dinneen be appointed in his place. Carried.

A report by the deputation appointed to wait upon Mr Hickson was read, and action taken thereupon as reported in last week's Gleaner.

Moved by Coun Long, seconded by Coun Ferns: That the Railroad Committee have power to engage legal counsel if they deem it advisable. Carried.

Moved by Coun Ferns, seconded by Coun Barr: That the Committee be authorized to communicate with the Montreal Council, the Board of Trade, and the Corn Exchange, inviting their co-operation in obtaining the incorporation of the Montreal and Province Line Railway Company. Carried.

A Petition to Parliament was then read, and it was moved by Coun Ferns, seconded by Coun Barr: That the petition now read be adopted; that it be signed by the Warden and Secretary on behalf of the council and be transmitted for presentation. Carried.



HUNTINGDON, THURSDAY, MARCH 18, 1880.

THE announcement on Monday morning that Mr Holton was dead fell like a thunderbolt on the people of this District, for no event was more unlooked for. It would appear that, on Saturday evening, he attended a dinner given by the Hon Mr Bowell, returning to his hotel in apparent health, and going to bed at midnight. An hour after, the night porter was summoned, when he found Mr Holton standing in the lobby, bathed in perspiration and holding his hands over his bowels in apparent agony. He told the porter to get a doctor, but unfortunately there was not one in the hotel and ten minutes elapsed before Dr Grant reached his bedside, by which time he was dead. So sudden did death come, that Mr Burpee was the only one of his friends in the hotel able to reach his bedside while life lingered, and he was then unable to recognize him. The cause of death is conjectured (for the body was not opened) to have been an affection of the heart; the fatal attack being brought on by indigestion. His feet and ankles were a good deal swollen. It appears that he was aware, for several months past, that his health was seriously threatened, but concealed the fact in order not to alarm Mrs Holton. Two days before he left for Ottawa, while walking in Montreal with Dr Laberge, M.P.P., he took a week turn, necessitating his resting for a few minutes in a shop, until the feeling of faintness left him. Dr Laberge warned him that such a symptom was ominous of the existence of serious derangement, but Mr Holton's only reply was a request that he would not mention the circumstance. The body was conveyed to Montreal on Sunday night, and the funeral took place yesterday afternoon. It is estimated 4000 formed in procession. Over 50 of his late constituents were present, and a position next the mourners was assigned to them. Among others from Chateaugay were Col. McEachern, C.M.G., Thomas Gebbie, Esq., and Dr Laberge, M.P.P. The Unitarian church being small, the use of the American Presbyterian church was kindly granted, and there the services were conducted by Dr Corder. The Hon A. Mackenzie and the Hon Ed. Blake were among the pall-bearers. Parliament had suspended its sittings to allow its members to attend.

Mr Holton was the son of a farmer in the county of Leeds, Ont., where he was born in 1817. While a boy of 9 years of age, the family removed to Montreal, of which city he continued a resident until his death. While a young man he entered the forwarding and commission business, the firm being Hooker, Holton & Co., and laid the basis of a large fortune. Afterwards he became associated with Sir A. T. Galt and Col. Gzowski as contractors in building the Grand Trunk, in which enterprise he made a great deal of money. In 1854 he was elected to Parliament, and, up to his decease, occupied a prominent position in public affairs. In 1863 he first represented Chateaugay. Altho', by no means, a man of brilliant parts or of ardent convictions, he possessed a solidity of judgment which, coupled with his high personal character, gave him much weight in whatever circle he moved. The regret at his removal is nowhere more deep or sincere than among the electors of Chateaugay. He leaves a widow, and a son and daughter.

It is possible that, before this week's paper is printed, we may learn by telegraph as to the fate of the railway bill before the committee. Unless party feeling is imported into the matter, there is a probability that it may become law. The opposition of the Grand Trunk is fierce and sustained, and, being essentially a Conservative institution, it commands great weight with the present Parliament. The last act of the late Mr Holton was to present the petitions in favor of the bill from St Malachie d'Ormeau on Friday afternoon, and on Saturday he had a long consultation with Mr Scriver as to the means advisable to be adopted to secure its passage. He was very hearty in the matter, and, in a letter to Col. McEachern on the 12th, assured him he meant to give the bill his "very earnest support." It is only bare justice to Dr Cameron to state that Mr Davidson's contradiction of his version of Mr Hickson's words could not be answered on the spot, the rule of the committee forbidding the Doctor speaking a second time. The interview took place in the presence of Messrs McFarlane and Johnson, and they both unhesitatingly declare that Mr Hickson used the language stated by Dr Cameron, and not as represented by Mr Davidson. The reflection upon the Doctor's veracity upon a most essential point was a painful feature of the proceedings before the committee.

THE RAILWAY PETITIONS.

THE RATEPAYERS' PETITION.

THE following is the text of the petition which was signed by the ratepayers. Out of 342 resident ratepayers in Godmanchester 314 signed; in Elgin 172 signed out of 176; in Hinchinbrook 314 out of 350; in Huntingdon village 110 out of 130; in Dundee 107 out of 122. The difference between the figures does not represent refusals, for they formed a very small proportion, but of ratepayers from home and whom there was not time to call upon again. Of refusals there were 7 in Dundee, 2 in Hinchinbrook, 5 in Godmanchester, 2 in Elgin, and 2 in this village. Never in the history of the county was a petition as unanimously and readily signed, as the following—

The Memorial of the Ratepayers of the Municipality of —

HUMBLY SHEWETH:

That the railway proposed to be built by the Montreal and Province Line Company from the frontier of the County of Huntingdon to or opposite the city of Montreal is one of the highest consequence to our prosperity.

That we learn with surprise that the only opposition to the granting of the requisite permission for the construction of the said railroad comes from the Montreal & Champlain Junction Railway Company, which holds a charter for the same route, with the important exception to us that its line would terminate at Dundee.

For the following reasons we respectfully submit that the opposition of that Company ought to be disregarded:

1. The Montreal & Champlain Junction Railway Company gave no notice in their application for amendments to their act of incorporation that they intended to ask for the right to traverse our county; no petition proceeded from any of us that such right be given, and it was granted not only without our consent but without our knowledge. The clause, so extending the powers of the said Company, was inserted when the bill was before your committee, and we, whose interests such a clause so deeply affected, knew nothing of the Montreal & Champlain Junction Railway Company having obtained power to traverse our farms and possess our territory to the exclusion of other lines of railroad which, from their connections, we greatly prefer, until the bill had passed Parliament, and, consequently, too late to permit of our making our opposition known.

2. We submit that the facts connected with the Montreal & Champlain Junction Railway Company's acquiring this irregularly the power referred to and its conduct since points to its object having been to frustrate the efforts of other companies to build lines of railroad that would accommodate us and not with the intention of constructing one themselves.

The Montreal & Champlain Junction Railway Company came before Parliament at its last session seeking power to do away with the ferry at Caughnawaga and to lift the iron on that portion of the Grand Trunk's line between that place and St Isidore. While their bill was pending, the agitation connected with the proposed Coteau bridge was at its height. We, in common with the other residents in the District of Beauharnois, were in favor of its construction, and had petitioned to that effect, and have reason to believe that our representation, that the bridge would give an outlet to an important but hitherto completely isolated section, had due weight. It was at that very juncture, when the representations in question, that, to refuse to sanction the construction of the bridge, was to seriously prejudice a large and thickly-populated district which is entirely destitute of railroad communication, that Mr Hickson, manager of the Grand Trunk railroad, secured the insertion of the clause into the bill of the Montreal & Champlain Junction Railway Company giving them the power to extend their line from St Isidore to Dundee. This was in the Spring. The Summer and Fall passed without the slightest effort being made to act upon the powers obtained, the Company not even organizing or holding any communication with the people along the route, and it was not until the approach of November, that a party of Grand Trunk surveyors made a preliminary survey. Their appearance was contemporaneous with the renewed exertions of the opponents of the Coteau bridge to induce the Government to withhold their sanction to its construction. Under these circumstances, we think we are justified in concluding that the insertion of the clause in the bill of the Montreal & Champlain Junction Railway Company was done to break the force of our representations that the Coteau bridge was of vital consequence to us, and that the running of the survey was designed to divert us from renewing these representations.

After the matter of the Coteau bridge had been finally disposed of, communication was held with Mr Hickson as to the terms upon which the Montreal & Champlain Junction Railway Company would build the line from St Isidore to Dundee, when he replied that the Company would require the municipalities interested to purchase the right of way, grade, bridge, fence, lay the ties and contribute towards the price of the rails. Upon these conditions, the Company would take over the road, complete and operate it. The demanding of such terms convinced your petitioners, more than ever, that the Company had acquired the power to extend their line through the District of Beauharnois from ulterior motives, without the remotest regard to the interests of its inhabitants, and without any intention of building the same except on conditions that would involve little or no actual outlay on the part of the Company.

Subsequently, when the proposal to build a line from opposite Montreal to Dundee, and there to make connection with an extension of the Rome & Watertown railroad, became public, Mr Hickson forwarded a letter, stating that, upon further consideration, the Montreal & Champlain Railway Company had modified their terms, and would accept municipal aid to the extent of \$300,000, reserving their right, however, to seek a further subsidy from the Quebec Legislature. This was equivalent to \$6000 a mile, a sum beyond the power of your petitioners to raise. Believing all negotiation with the Montreal & Champlain Junction Company to be at an end, as having received, in this second offer, their ultimatum, a special meeting of our County Council was called to take action in support of the application for an act of incorporation for the Montreal and Province Line Railway Company, when a deputation from the Montreal & Champlain Junction Railway Company waited upon that body, and, assuring the councillors that the terms would be modified to a satisfactory degree, urged them to defer action and to send a second deputation to Montreal. Desirous of giving every opportunity to a purely Canadian company to undertake the work, the Council acceded to their request, but, upon a second conference with Mr Hickson, it was found that the specified sum of \$300,000 in aid was still insisted upon, the only relaxation in terms being that contributions from outside interests, on the procuring of which no dependence could be based, would be allowed to apply. These prolonged and patient attempts upon our part to come to an arrangement with the Company in question, to build their line through our District, have convinced us that we are unable to comply with the only conditions upon which they will do so, and, therefore, we respectfully submit we have valid reasons for believing that they will not avail themselves of the power granted to them at last session to extend their road westward.

3. The extension of the Montreal & Champlain Junction Railway Company from St Isidore to Dundee would only be a branch, depending for its maintenance solely upon the local traffic of a purely agricultural district, which would be insufficient to operate or maintain it otherwise, than in an unsatisfactory manner. To secure it, such as it would be, a heavy sacrifice is demanded off us, for which the Company could not make any adequate return. On the other hand, the Montreal & Province Line Railway Company, for whose incorporation we pray, would build a railroad from opposite Montreal to Dundee, there to connect with an extension of the road from Potsdam, N.Y., forming a new through line from the Far West to the seaboard. The large amount of produce from the Western American States, and from Western Ontario (by way of the International and Suspension bridges) which would pass over the projected road, on its way for shipment from Montreal, would ensure its operation and maintenance for all time as a first-class railway, which is a consideration of weighty moment to your petitioners.

For these reasons, first, that the privilege of extending their line through this District was granted, at last session, to the Montreal & Champlain Junction Railway Company without our knowledge; second, that appearances point to its having obtained that power in order to thwart the projects of rival companies to the Grand Trunk; third, that the sole terms upon which it will build present the alternative to your petitioners of their raising an extortionate subsidy or else risking their ever getting a railroad by depending upon aid from the corporation of the city of Montreal and the Legislature of Quebec—contingencies which it would be imprudent to rely upon; and, lastly, that, even were its terms compatible with our means, we would not sink our money in a road which would prove so unsatisfactory, we humbly pray that you will not permit the existence of the powers so irregularly obtained by the Montreal & Champlain Junction Railway Company to prevent an act of incorporation being given to the Montreal and Province Line Railway Company.

Dundee, and there to make connection with an extension of the Rome & Watertown railroad, became public, Mr Hickson forwarded a letter, stating that, upon further consideration, the Montreal & Champlain Railway Company had modified their terms, and would accept municipal aid to the extent of \$300,000, reserving their right, however, to seek a further subsidy from the Quebec Legislature. This was equivalent to \$6000 a mile, a sum beyond the power of your petitioners to raise. Believing all negotiation with the Montreal & Champlain Junction Company to be at an end, as having received, in this second offer, their ultimatum, a special meeting of our County Council was called to take action in support of the application for an act of incorporation for the Montreal and Province Line Railway Company, when a deputation from the Montreal & Champlain Junction Railway Company waited upon that body, and, assuring the councillors that the terms would be modified to a satisfactory degree, urged them to defer action and to send a second deputation to Montreal.

Desirous of giving every opportunity to a purely Canadian company to undertake the work, the Council acceded to their request, but, upon a second conference with Mr Hickson, it was found that the specified sum of \$300,000 in aid was still insisted upon, the only relaxation in terms being that contributions from outside interests, on the procuring of which no dependence could be based, would be allowed to apply. These prolonged and patient attempts upon our part to come to an arrangement with the Company in question, to build their line through our District, have convinced us that we are unable to comply with the only conditions upon which they will do so, and, therefore, we respectfully submit we have valid reasons for believing that they will not avail themselves of the power granted to them at last session to extend their road westward.

3. The extension of the Montreal & Champlain Junction Railway Company from St Isidore to Dundee would only be a branch, depending for its maintenance solely upon the local traffic of a purely agricultural district, which would be insufficient to operate or maintain it otherwise, than in an unsatisfactory manner. To secure it, such as it would be, a heavy sacrifice is demanded off us, for which the Company could not make any adequate return. On the other hand, the Montreal & Province Line Railway Company, for whose incorporation we pray, would build a railroad from opposite Montreal to Dundee, there to connect with an extension of the road from Potsdam, N.Y., forming a new through line from the Far West to the seaboard. The large amount of produce from the Western American States, and from Western Ontario (by way of the International and Suspension bridges) which would pass over the projected road, on its way for shipment from Montreal, would ensure its operation and maintenance for all time as a first-class railway, which is a consideration of weighty moment to your petitioners.

For these reasons, first, that the privilege of extending their line through this District was granted, at last session, to the Montreal & Champlain Junction Railway Company without our knowledge; second, that appearances point to its having obtained that power in order to thwart the projects of rival companies to the Grand Trunk; third, that the sole terms upon which it will build present the alternative to your petitioners of their raising an extortionate subsidy or else risking their ever getting a railroad by depending upon aid from the corporation of the city of Montreal and the Legislature of Quebec—contingencies which it would be imprudent to rely upon; and, lastly, that, even were its terms compatible with our means, we would not sink our money in a road which would prove so unsatisfactory, we humbly pray that you will not permit the existence of the powers so irregularly obtained by the Montreal & Champlain Junction Railway Company to prevent an act of incorporation being given to the Montreal and Province Line Railway Company.

We would respectfully beg of you to take into consideration the peculiar situation of our District—a narrow wedge bounded by the St Lawrence upon one side and by the United States upon the other, so that for one half of the year we can only maintain communication with the rest of the Dominion with difficulty, and, for our bulkier products, are, during the winter, almost entirely excluded from its markets and forced to depend, against our will, upon the demand from the adjoining American territory. An industrious and enterprising population of fully thirty thousand are thus isolated and compelled to carry on their respective pursuits at a great disadvantage. At different times we have made earnest efforts to supply our want of an outlet by securing a railway, but, from our disconnected situation as regards the rest of the Dominion, have always failed, and, should you now reject the bill that is before you, we feel that our hopes of improving our means of communication will be blasted for many years to come.

And your Petitioners, as in duty bound, will ever pray.

THE COUNTY COUNCIL'S PETITION.

The following is the petition unanimously adopted by the Huntingdon County Council:—

The petition of the Municipal Council of the County of Huntingdon,

HUMBLY SHEWETH—

That the Montreal and Champlain Junction Railway Company was granted authority to build their branch from St Isidore to Dundee without our consent or knowledge, they having given no notice in their application of intending to ask such a privilege.

That this Council, as a deeply interested party, feels aggrieved at their so obtaining such powers, inasmuch as it not only represents the greater part of the county

through which its line would pass but is concerned in the Quebec Frontier Railway Company, which held an act of incorporation giving it the powers over the territory which were thus, unknown to us and to our disadvantage, conceded also to the Montreal & Champlain Junction Railway Company.

That when the said powers were so conceded, the act of incorporation of the Quebec Frontier Railway Company was intact, and that Company had shown its good faith in causing a survey to be made; the plans, profiles, and books of reference of which were then and still are deposited in the Department of Public Works.

That the Montreal & Champlain Railway Company secured the insertion of the section authorizing their branch to Dundee and made their survey, not only without the consent of the people along the route but without any invitation whatever from them.

That the said branch would not accommodate the people interested, inasmuch as it would have no connection westward, the Company, in their negotiations with your petitioners, having given only vague promises on that head and decisively refused to guarantee any junction with the American railroad system, even in the event of our consenting to contribute the extortionate aid asked by them.

That the Montreal & Champlain Junction Railway Company has expressly stated that it will not build the branch from St Isidore to Dundee without receiving at least \$300,000 in aid; a condition your petitioners see no prospect of fulfilling, and therefore conclude that the Company will never avail itself of the authority it has received from your honorable body to build said branch.

That the negotiations, conducted by your petitioners with the said Company, convince them that it had no intention of accommodating the people of the country along the route, when it sought power to construct the branch in question, but obtained it with a view to prevent the extension to Montreal of competing lines to the Grand Trunk south of the St Lawrence.

Wherefore, for these reasons, we pray your Honorable House to disregard the representations of the Montreal & Champlain Junction Railway Company against an Act to incorporate the Montreal & Province Line Railway Company, which Company we are assured will supply us with those facilities of communication from want of which we now suffer and to which we are prepared to transfer our interest in the Quebec Frontier Railway Company.

And your Petitioners, as in duty bound, will ever pray.

THE RAILWAY.

At the last meeting of the Huntingdon county council a deputation, comprising the warden, Mr McFarlane, Dr Cameron, M.P.P., W. B. Johnson, Esq., mayor of Huntingdon, and R. Sellar, were appointed to go to Ottawa to promote the passing of an act to incorporate the Montreal and Province Line railroad before the Parliamentary committee, which met on Tuesday at Ottawa. There were about 60 members present. The chairman, Hon Mr Langevin, read the petition of the Champlain Junction Company against the bill, and Mr Scriver received permission to read the county council's petition in its favor.

Mr Scriver explained the proposed route, which is from or near a point opposite Montreal, thence westerly to a point in New York State or near Fort Covington, to connect with a line of railway in the said State to or near the town of Potsdam, and form an extension of or connection with the Rome, Watertown & Ogdensburg Railroad. This would be a through route from Montreal to the Niagara River. The company was prepared to go on and build the line. The Montreal & Champlain Company opposed the bill as interfering with rights granted to an existing company. He charged that the Grand Trunk, which was really represented in the latter company, had not carried out the assurances given that this line would be built. Last year, in the bill introduced by him, he had, at the solicitation of the Grand Trunk officials, consented, while the bill was before the committee, to the insertion of a section which provided for giving the Montreal & Champlain Junction Company power to build a branch from St Isidore to Dundee. At this time he had no idea that a connection could be obtained with the American Railway system at Dundee. He certainly had expected that the Grand Trunk would then go on with the work, but up to last autumn nothing had been done. A meeting of the directors had been called in January and \$100,000 in stock, of which 10 per cent had been paid in, subscribed. This amount, he need hardly say, was entirely insufficient. The company had asked the municipalities more than they could possibly give for the construction of the line from St Isidore to Dundee. He spoke further in favor of the proposed road as being necessary to give the section of the country he represented the railroad communication they were so much in need of. The people of the County of Chateaugay were equally interested with the people of his county in this bill, and the late Mr Holton had been in thorough sympathy with him in the matter. For that reason he had special reasons to regret that he had been deprived of the valuable assistance which that hon. gentleman would have given. They would all remember the words of the leader of the House yesterday, viz: that the late Mr Holton was particularly careful to protect vested rights. He felt that when he told the committee that Mr Holton entirely approved of the bill he had said something which must have an influence over their minds.

In reply to a question, Mr Scriver said that the new company was prepared to build the road without municipal aid. Dr Cameron, M. P. P., was called upon to address the committee. Two years

ago, he said, a revived charter was obtained by the Grand Trunk Company to obtain permission to build a line of railway from St. Isidore to St. Lambert. Owing to some defect in the charter, additional powers were asked last session. When asking those additional powers, there was a provision added to the charter to enable the Montreal & Champlain Junction Railway Company to construct their line from St. Isidore through the counties of Chateaugay and Huntingdon to the boundary line at Dundee. He had no hesitation in saying that those privileges had been asked for and obtained without the knowledge and consent of the counties interested. True, Mr. Seriver and the late Mr. Holton had consented to the granting of those privileges, and he wished to cast no reflection on these gentlemen for the course they took, as he believed they had acted in good faith, but at the same time these powers were obtained without the knowledge and consent of the people interested. He had reason to believe that the Montreal & Champlain Junction Railway Company did not intend to exercise the powers conferred upon them. At an interview held with officers of that company, the only terms offered for acceptance to the representatives of the district were that the road should be graded and made ready for the rails. Mr. Hickson endeavored to persuade them to close at once, on the ground that if they waited, the price of iron might advance, and they would be expected to contribute the amount of the advance over and above the terms specified. At a subsequent interview some two weeks ago, these terms were not materially modified, only to the extent that they would take \$200,000 from Montreal and ask the local Legislature to grant them a subsidy. If Montreal would contribute \$200,000 in bond and the local Legislature \$400,000 per mile, they would build the road without any further consideration from the municipalities. He (Dr. Cameron) had put the question—“Suppose Montreal will not grant the \$200,000, and the local Legislature refuse also a subsidy, or grant a smaller subsidy than the one required, will you build the road if the municipalities give you \$100,000?” Mr. Hickson had no hesitation in saying he was not prepared to say so even for the \$100,000 from the municipalities. Under these circumstances he (Dr. Cameron) considered no obstacles should be thrown in the way of a company that was prepared to build the road on acceptable terms. The Montreal and Province Line Railway Company did not ask anything from us in return for supplying that railway service for which the Montreal & Champlain Junction Railway demanded so much.

Mr. Sellar said a few words.

Mr. Seriver asked that Col. McEachern be heard, for whom he had sent, seeing that, by the death of Mr. Holton, Chateaugay would otherwise be unrepresented.

Col. McEachern, C.M.G., said the county in which he lived had no confidence in the Montreal & Champlain Junction Railway or the Grand Trunk Railway constructing the line for which they were seeking incorporation. He hoped the Bill would be allowed to pass, and that the interests of the counties referred to should not be held in check by the G.T.R.

Charles P. Davidson, Esq., Q.C., of Montreal, appeared against the bill, which, he affirmed, was an interference with the vested rights of the Champlain Junction Company. The district affected was a narrow one with no special sources of revenue for a railroad. There were no large villages on the route, Huntingdon having only about a thousand inhabitants, and there were no industries worth speaking of beyond that of farming. The people were not so badly situated as had been represented. In summer they had ample communication by the St. Lawrence, across the frozen surface of which in winter they reached the stations of the Grand Trunk opposite, and to the south of them they had the Ogdensburg railroad. The inhabitants had not shown enterprise or discretion in trying to improve their means of communication, in proof of which he instanced the falling through of the Frontier Company's plans. The district could not possibly support two railroads, and he asserted that the Champlain Company would supply all its wants, and that it had shown due diligence since it had received its charter, having organized and surveyed the route at great cost. To grant a charter to a parallel road, would be a gross injustice to the company he represented. As to the terms upon which it would build the road, he had to contradict the statement made by Dr. Cameron that Mr. Hickson had definitely declared that the Company would not build the road unless \$300,000 were given in aid. He went on with his version of Mr. Hickson's statement, which gave the lie direct to Dr. Cameron's. He was confident the company would go on with the line this summer. He believed that the company was prepared to make good progress during the coming summer. He considered it a strong point in favor of the Montreal & Champlain Junction Railway that it was in intimate sympathy with the Grand Trunk, and would thereby secure a direct connection for this section of country with Montreal by the bridge. The real object of the bill was to secure an all through American route in opposition to the Grand Trunk, which he was assured Parliament would not permit.

Mr. Oliver asked whether the M. & C. Junction Railway had power under their charter to connect with the American system of railways?

Mr. Davidson did not think it was specifically stated in the charter.

Mr. Mackenzie said there was no such power in the charter.

Mr. Oliver said the petition from the M. & C. Junction Railway stated they had the power, and he thought there should be some evidence brought forward to prove the truth of the other allegations contained in that petition, as one of them was shown to be false.

Mr. Davidson said the M. & C. Junction Railway were in good faith in the matter, and intended to proceed with the construction of the road immediately. He said the object of the M. & P. L. Railway Company was simply an American scheme to injure the G.T.R. Mr. Creggan wanted to know how much the M. & C. Junction Railway had expended so far?

Mr. Davidson replied that plans and estimates had been made, and probably some thousands of dollars had been expended.

Mr. Seriver said there was no doubt but that the M. & P. L. Railway, by American connections, would be a rival to the G.T.R., and in that way would be of immense advantage to Montreal. He believed the parties applying for the charter were prepared to construct the line without delay, and while they had no formal arrangements with the persons to build it he had no objection to the Americans would assist them in the construction of the road. He had thought last session that the G.T.R. would build the line, but had since learned that they would not unless the counties would be placed.

A question was raised whether, if the new charter were granted, the road would be built.

Senator Brouse said that, as a question had arisen whether the new Company would go on with the work, he could assure them that the Company were prepared to deposit fifty per cent. of the sum necessary to construct the line with the Government if they would allow a reasonable interest on the money, and would pay the drafts for the construction of the line as the work went on.

Mr. Seriver asked that John J. Maclean, Esq., Q.C., be heard. Mr. Thomas White raised the objection that it would be a violation of the arrangement made at the outset. The objection was overruled.

Mr. Maclean, in a telling speech, showed that the position of the people along the route was an exceptionally isolated one, and that, even to get to the St. Lawrence, they had to cross a wide and difficult swamp. The bad faith of the Grand Trunk was exposed in detail. The people affected, who had the best opportunity of judging, and whose interests were at stake, had decided unanimously in favor of the company whose bill was before the committee.

Mr. Hector Cameron said that having chartered a company last session to construct the line, it seemed that the new company should not be chartered unless it could be shown that the Montreal and Champlain Junction company did not intend going on with the work.

In answer to a statement of Mr. Davidson's that the Grand Trunk was ready to make connection with the American railway at Dundee, Mr. Seriver read correspondence showing that, to an offer made by the Watkinson company to allow the Grand Trunk to build the line on the Canadian side on agreeing to convey their freight to Montreal at pro rata rates, Mr. Hickson had made no reply.

Mr. Jones (Leeds) thought the matter should remain in abeyance for another session, and if it could be seen then that the G.T.R. did not intend going on with the work, it would be time enough to grant the new company power to proceed with the work.

Mr. Plumb said the committee was not in a position to come to an intelligent decision, and he thought that the members should take time to consider the question.

Mr. Bergeron said the Montreal & Champlain Junction company had obtained a charter 3 years ago, on condition that they should build the road as soon as possible, and they had not yet commenced it. Mr. Seriver had not supported this company in its demands for a charter more than any other member of the committee, but had simply consented to it under the impression that the company would carry out its undertaking. (House divided.) Last month he (Mr. Bergeron) had formed one of a deputation of which Messrs. Holton and Seriver also formed part, that waited with Mr. Hickson on the City Council of Montreal. They had then stated to the council that they would oppose the Chateaugay bridge scheme provided the council would give \$200,000 towards the building of this railway. The council refused to make any distinct statement either in refusal or acceptance of the proposal. It was not at all probable that Montreal, which could not honor its subscription to the North Shore Railway, and was heavily in debt, would come to the aid of the Montreal & Champlain Junction Railway company, nor did he believe the municipalities could contribute anything. The electors of Beauharnois were at all events too intelligent to give money without prospects of receiving anything in return. The Montreal & Province Line Railway Company were, on the contrary, prepared to build the road without requiring a cent of contribution from the municipalities. All they required was permission to lay a line through this territory, and he relied upon the intelligence of this committee to accede to their request. He had no faith in Grand Trunk promises, and the people who applied for the new charter would get it from the company that now held the charter.

Mr. Boutilier protested against the Grand Trunk being sneered at by members of the committee. He was not of opinion that the company seeking incorporation would be prepared to build the line without aid from the municipalities. There was no guarantee that once the charter was obtained they would not insist on municipalities contributing aid before they began the work. Why, as Mr. Davidson had pointed out, was the clause in the bill authorizing the company to accept municipal aid, if they did not intend asking it?

Mr. Seriver said he was prepared to strike that clause out of the bill.

Mr. Boutilier said that would not alter the case; they could still ask for municipal aid.

Mr. Davidson said he would be most happy to consent to granting the charter asked for, did he believe the Grand Trunk Company was not prepared to carry out its engagements, but he saw no reason for this opinion. He was fully informed that they intended carrying out completely their engagements. Therefore, he thought they applied for the new charter should be left over for another session.

Mr. Hon. Ferrier said the G. T. company had given every evidence of their sincerity to proceed with the matter, and he believed their honesty would not be questioned.

Mr. Mackenzie asked Mr. Ferrier definitely to tell the committee the intention of the G. T. R. to go on with the work.

Mr. Ferrier declared he was surprised at such doubts of the company's assurance.

Mr. Mackenzie—I ask the president of the Grand Trunk to state explicitly whether his company has the money to proceed at once to build the branch from St. Isidore to Dundee?

Mr. Ferrier—I am surprised at such a question. A company that pays out four million dollars a year in wages does not have the money!

Mr. Mackenzie—Never mind your surprise, but answer my question.

Mr. Ferrier—Do you mean to say we have not got the money?

Mr. Mackenzie—I do.

Mr. Ferrier—I am astonished at such an assertion. As a matter of fact, our hundred millions (laughter) in wages and whose credit is the best, not able to provide the money for building this short line! He was not going to reveal the business of the Grand Trunk by stating where the money was to be got. The road would be built.

Mr. Mackenzie—Do you mean the branch to Dundee?

Mr. Ferrier said they had surveyed it, and were making arrangements to take the whole road in hand. Several questions followed, but Mr. Ferrier avoided giving a direct answer, and being tripped up in making a contradictory statement, excused himself by saying he was excited.

Mr. Seriver said that the G. T. R. or M. & C. J. R. companies had not given any reliable assurance that they would not go on with the work.

Mr. Hon. D. A. Smith asked Mr. Ferrier to state to the committee whether it was his belief that the old company would proceed with the work diligently till it was completed.

Mr. Blake said those appearing in opposition to the Bill before the committee should give the members a definite and positive answer, whether the whole line from St. Isidore to Dundee would be undertaken at once by them, as such information would have a very important influence upon the committee in coming to a conclusion as to what should be done with the new Bill; but he wanted an assurance that would be unmistakable in its character.

Mr. Ferrier said he positively believed the G. T. R. would go on with the work.

Mr. Seriver—Without aid from the municipalities?

Mr. Ferrier declined to answer.

On motion, the committee adjourned.

Mr. Phelps was present during the proceedings.

At 4 o'clock on Sunday morning the alarm of fire was raised in this village, the dwelling of Alex. Stark, miller to Mr. Henderson, being in flames. The fire began in one of the upper chambers, and spread so rapidly that the entire contents of the second floor were lost. Jas. Rudick, who, that night, alone slept in that part of the house, escaped by jumping from a window. Everything in the lower story was safely carried out. The engine was long in getting to work, but when it did, a sufficient stream was thrown to save the stable, which, otherwise, would have been lost and with it probably part of the lumber and logs in the mill-yard.

Miss Morrison of Elgin, who was attending the Academy, lost a good deal of clothing, and Mr. Stark suffers heavily. The building was owned by Mr. Henderson, and was insured for \$400 in the Mutual.

In the Superior court judgment has been given in the case of Brady vs. Sutherland, awarding \$140 damages to the former. A report will be given next week. A report of the criminal court has also to be deferred.

On Saturday morning, 13th inst., as several persons were passing the school-house of district No. 5, Havelock, they noticed smoke issuing from the building, and, on entering, it was discovered that the floor and one side of the building was in a blaze, caused by a box of ashes being carelessly left inside. There being plenty of help at hand it was speedily extinguished; damage to the extent of about \$10. Had it been burned down it would have been a serious loss to the District, as it is one of their best school-houses, it having been built only two years ago at a cost of about \$400.

There is a strong likelihood of the project to connect Ottawa with the American railway system, by way of Coteau, being realized. Messrs. Balch & Stanton, if our information be correct, contemplate abandoning the idea of building a bridge until permission for a low level one can be obtained, and until then will connect the two ends of the road by a steam ferry boat, large enough to take on an entire train. Work on the Coteau section has been resumed.

In order to find space for the report of the proceedings before the railway committee, much interesting local and general news and several advertisements are left out.

At the social, in aid of the building fund of the Methodist church, held at Mr. Wm. Cunningham's, Plank road, yesterday evening, no less than \$50 net were realized. The contractors have begun work on the new church.

The Chateaugay county council passed unanimously a resolution in favor of the Montreal & Province Line Company. Mr. Santoro was elected Warden.

It is expected that the writ for a new election in Chateaugay would issue to-day, so that the electors may at once prepare themselves for recording their votes before three weeks expire. Already a number of names of candidates have been suggested, but, despite reports to the contrary, we are not aware of any having openly taken the field. There is a strong feeling in favor of Mr. Holton's successor being a resident of the county.

Thru the persistent exertions of Mr. Seriver, the Government has consented to allow Captain McKinnon of Dundee \$800 indemnity for the loss of his arm by the unfortunate affair near Port Lewis on the return of the Volunteers from Montreal on the 12th July 1878. The late Government was much to blame for not compensating the Captain, and we are glad the present has done something, however inadequate.

The meeting of the Godmanchester ratepayers on Saturday to consider as to the disposal of their seigniorial money was well attended. The feeling was general in favor of loaning it out on mortgage, and a resolution to that effect, that it be so loaned in sums of not less than \$500, moved by Mr. F. Whyte, was carried. A motion to expend the amount on roads received only 9 votes. At a meeting of the Council, subsequently held, it was resolved to take advice as to its power in dealing with the fund, before carrying out the decision of the meeting.

NEWS BY ATLANTIC TELEGRAPH.

St. Petersburg, March 10.—A great fire occurred on Monday at the weaving works, Moscow. The entire building was destroyed. Twenty-four persons were burned to death and twenty-nine injured.

Vienna, March 8.—It is stated here on undeniable authority that Russia is pushing forward the works at Sebastopol. Guns are being remounted and the greatest activity prevails.

Deplorable accounts of the condition of the Orthodox Church are published in some of the Russian papers. According to these accounts, which are home made, and not those of prejudiced strangers, people are in all directions falling away from the Church and lapsing into dissent, and following some new prophet with doctrines of the most wonderful description. In one Province a prophetess, Zoenie Ivanoff, is preaching the abolition of marriage, and the separation from the Church. In another, the curious sect of the Samobogs is running a wild career. The priests are powerless to stem the torrent, and people abandon themselves to the most extravagant theories.

Vienna, March 9.—The ice in the Vistula River, accumulating on the Austro-Russian frontier, near the Dzikow River, broke through a dyke and flooded thirty villages, some of which are completely destroyed. Thousands of persons are without shelter or food, and many cattle have been lost.

Rome, March 9.—Signor Morelli's Bill, which seeks to make divorce lawful, was yesterday referred to a committee. The Ministry is favorable, but proposes modifications. This is the beginning of a movement which will transform the whole system of Italian life. The newspapers for the greater part oppose it.

Constantinople, March 11.—A scheme of domestic economy, which has been for some time under consideration, has at last matured in the issuing of a firman by the Sultan reducing the salary of the Grand Vizier from 3000 pounds per month to 200 per month; the salaries of the other ministers are reduced in proportion. This decided and radical step has created much excitement in official circles, but is generally approved of as a necessary preliminary to an abatement of an extravagant expenditure, a measure of which the country stands in pressing need. Under the present arrangement of the Divan of the

Sublime Porte, the Grand Vizier is no longer the influential and important dignitary he once was, the functions formerly vested in him being in the hands of the Minister of the Interior, and the Vizier simply filling the comparatively ordinary part of a household officer. In the firman announcing these reductions, the Sultan says it is his purpose to cut off rigorously all items of cost whose existence has burdened the annual budget, and to rid it as rapidly as possible of all purely ornamental expenses, which have hitherto rendered Turkey a mere monetary football in the exchanges of Europe. He also states that the necessity of developing the home industries of the country, and he confidently he has become thoroughly awakened to invite the co-operation of foreign capitalists in making the experiment.

London, March 11.—In accordance with his previous announcement, Sir Stafford Northcote, Chancellor of the Exchequer, submitted the usual budget to the House of Commons to-day. There was a small attendance, a great many members having gone to their homes. The Home Rulers were conspicuously absent from their seats, only a sprinkling of the leaders being present to listen to the dry reading of the Chancellor's figures, and to pick out of the financial shell such an amount of Opposition meat as it might contain. The Chancellor accompanied his announcement of various important items of the budget with a running commentary of remarks designed to classify or explain them. He said that while he regretted to state that while there would be a deficit of £334,000 on the last year's revenue, a few words would make it plain to the House that this deficit was brought about through an event which was not anticipated when the estimates were submitted to the House one year ago. At that time, no one in the country would have been justified in predicting that a war in South Africa would attain the dimensions which it subsequently reached, nor have involved the treasury in the necessity for so large an outlay. The cost of suppressing the outbreak in Zululand had been £5,138,000. At this point expressions of affected astonishment and dismay were heard from the Opposition benches. Sir Stafford Northcote waited for a moment until the House had become quiet and then with perfect coolness repeated the statement and added, “Hon. members cannot regret the idle expenditure or useless loss of money, when such loss occurs, more than myself, but I take occasion to assure the House that, in my opinion, South Africa was worth all and even more than its cost, even when the item of blood, so much more valuable than money, is taken into account. That struggle has settled forever the question of British ascendancy in South Africa, a question which was destined sooner or later to be settled in this manner beyond a doubt. We shall have no more serious trouble there. An old bone of contention is finally removed from the debates of Her Majesty's Parliament. It has done even more than this: the result of the war has been to open up to the enterprise of our manufacturers and merchants a practically illimitable field for the disposal of their goods and the expansion of our trade; moreover, I do not hesitate to affirm my conviction that it has opened the way as no other process could have opened it, for the civilization and evangelization of the natives of that benighted region, a result for which the British nation should count no sacrifice of time, toil, life or treasure too great an offering.” When the Chancellor stated that the Government in its estimates for the coming year did not find it necessary to advise the imposition of any new tax, while at the same time it did not propose to remove any, cheers and counter-cheers followed the announcement. The Liberals having been of opinion that the Chancellor would be compelled to propose an increase of income tax or some still more obnoxious method of meeting his deficit, were clearly disappointed by his statement. The Chancellor proceeded to state that his estimates for the past year had been so far within the mark; that had it not been for the extraordinary cost of the Zulu war, he could have shown a handsome surplus; as it was, the deficit of £334,000 would be met by temporary bills during the year, and he anticipated that the regular revenue would enable these to be taken up and an estimated surplus of £24,000 left at the end of next year. This surplus, the Chancellor went on to explain, would be in creased to the sum of £178,000 by extinguishment of certain outstanding Exchequer bonds and terminable annuities. The statement of the Chancellor of the Exchequer as a whole, is regarded as extremely favorable. Criticisms made upon it in the House after the Chancellor had taken his seat, were somewhat acrimonious, but it is not believed that the debate upon the Budget will be protracted, nor result in any way in the weakening of the Chancellor's position.

London, March 12.—The House of Commons to-day, Mr. Henry Fawcett brought forward the resolution of which he had given notice, declaring that it was unjust and injurious for England to throw on India the cost of the Afghan war. An excited and important debate followed Mr. Fawcett's remarks in support of his resolution. Mr. Gladstone supported the motion in a speech which lacked nothing of vigor and acrimony; he declared the Imperial Government having transferred what was merely a local difficulty into an Imperial one, it should not shrink from the pecuniary responsibility of defraying its cost by the expedient of throwing the whole expense upon the already overburdened and impoverished people of India. At the close of Mr. Gladstone's eloquent remarks, which created a profound sensation in the House, Mr. Fawcett arose and said that after the arguments and appeals of his Right Honorable friend, he felt it would be useless for him to pursue the debate. The replies which the Government had made to him all and to Mr. Gladstone were really official declarations

of a forgone determination to adhere to the cruel and unjust policy which they had announced. A glance at the House was sufficient to show that to press his resolution to a division would be a mere waste of time and he, therefore, would withdraw it. This announcement was greeted with ironical cheers from the Ministerial benches.

A correspondent in Ireland says:—“Men, women and children in some of the famine stricken portions of Ireland are reduced to the last stages of nakedness and destitution; families are huddled together without fire, food, clothing or bedding, either in miserable huts or the former abodes of animals; thousands and thousands are begging, not bread but the humblest and cheapest food that can be supplied for use, Indian meal; all this exists, and there is little prospect of much improvement before August. It appears that in some districts the distress is even greater than it was in the appalling famine of 1847.”

Shanghai, March 12.—The internal peace of the Chinese Empire, which was until now believed to be more firmly assured than ever, has been again disturbed by the breaking out of a bloody revolution at Pekin. The trouble is supposed to have been incited by certain emissaries from the province of Kuangsi, in which so serious a rebellion was suppressed by the Government in the latter part of last year. Thronged of desperadoes crowd the streets demanding the redress of grievances of which the principal one is said to be the centralization of power at Pekin and the subordination of the provincial viceroys and governors to the will of the Emperor and his advisers. Government is taking radical measures to suppress the disturbance. Chung Hwa, late ambassador to Russia and who negotiated the Kuldja treaty with that Government has been beheaded.

Candahar, March 11.—Spies report that Mahmood Jan's following is increasing enormously. His agents are recruiting in all directions.

London, March 11.—A despatch from Cabul says that advances from two different sources state that Mahmood Jan and Mir Barcha, chiefs of Kohistani insurgents, have agreed to follow the advice of Mustaufi Habibullah Khan regarding their attitude towards the British. Mustaufi Habibullah Khan, who was Finance Minister under both Shere Ali and Yakoub Khan, and who for some time past has assisted General Roberts with his counsel, was sent with letters to the malcontent leaders telling them that the British Government was disposed to accept as a ruler for Cabul any sardar, with certain exceptions, which the assembled representatives might choose, and inviting them to discuss the matter at the capital of their country.

There has been a sudden outbreak of fever on Karo Island, near Cape Clear, Ireland. Sixty-three persons are prostrated and one death has occurred. The population is destitute. Measures for their relief are being taken.

THE ELECTIONS.

London, March 10.—The Marquis of Hartington has issued a manifesto to the Liberal party. He repudiates any desire on the part of the Liberals to alter the imperial character of the realm, or to enfeeble the Colonies by a policy of decomposition. He describes the demands of the Home Rulers as impracticable, and considers any concession to them would be mischievous. He deprecates Earl Beaconsfield's exaggerated language in treating Home Rule as a danger worse than pestilence or famine. The agitation must be met—not by passionate exaggeration—but by firm resistance, combined with proof that Parliament is willing to grant the just demands of the Irish for equal laws and institutions.

Mr. Gladstone's address to the electors at Midlothian says: “In the electioneering address issued by Lord Beaconsfield an attempt is made to work on your fears by dark allusions to the repeal of the Union and the abandonment of the Colonies. Those who engendered the union with Ireland were a party that maintained their alien Church, an unjust land law, and a franchise inferior to ours. As to the colonies, the Liberal Administration gave them popular responsible government, undertook to defend Canada with the whole strength of the empire and organized a grand scheme for uniting the several settlements of British North America into one Dominion. The present Ministry have neglected home legislation, aggravated distress by continued shocks to confidence and augmented the public expenditure and taxation. Abroad the Ministry have endangered the prerogative by gross misuse, have weakened the Empire by needless wars, dishonored it in the eyes of Europe by flinging Cyprus from the Porte under a clandestine treaty, aggrandized Russia, lured Turkey to dismemberment and ruin, and loaded India with the cost of an unjustifiable war. The Ministry have done nothing to improve our social condition. You are promised the advantages of ascendancy in the councils of Europe. The word 'ascendancy' is best known to us by its baneful connection with the history of Ireland. I must insert colonial rights of the independent allied powers, but in the mouth of the present Ministry the claim is ridiculous.”

The Home Rule Confederation of Great Britain has issued the following violent manifesto to Home Rule Associations and the Irish people of Great Britain:—“Lord Beaconsfield has issued, in guise of a letter to the Viceroy of Ireland, a declaration of war upon your country and your friends. The Ministry is seeking to obtain a renewed term of office by sowing dissension and hatred between Englishmen and Irishmen, and Beaconsfield's vicious manifesto directly appeals to the worst passions and prejudices for the purpose of stirring up the Englishmen against Irish nationality. The Ministry neither knows nor cares how to relieve our distressed fellow-countrymen, Beaconsfield's foreign policy has been an inglorious, disastrous failure. Vote against

him as you would against an enemy of your country.” The manifesto was signed by the following members of Parliament: Frank Hugh O'Donnell, Jas. L. Finnigan, Alex. M. Sullivan, John O'Connor Power, Justin McCarthy and others.

PARNELL IN MONTREAL.

MONTREAL, March 9.—Mr. Parnell and party this morning drove thru the Mount Royal Park and the principal streets, accompanied by Mr. F. B. McNamee, President of the St. Patrick's Society, and others. In the evening the reception to Mr. Parnell took place in the Theatre Royal, which was densely packed by the Irish citizens. The ladies present occupied the orchestral chairs and private boxes. The stage was occupied by representatives of the Irish national societies.

Mr. McNamee introduced Mr. Parnell, remarking that he was shortly to leave for Ireland to fight England's greatest statesman.

Ex-Mayor Beaudry read the address of welcome in a somewhat tedious manner, and Mr. Curran read a number of replies to invitations extended to prominent political gentlemen in Quebec and Ottawa, who did not come.

Mr. Parnell upon rising was received with cheers, which lasted about thirty seconds. He sneered at the New York Herald, which prophesied that he would not go to Montreal. (Hisses and groans for the New York Herald.) He took the crowded galleries and magnificent demonstration of the previous evening to give the lie to the New York Herald. (Hisses.) He believed the opposition to his attempt at the abolition of an ancient feudal system to be a good sign of its ultimate success; and when he came to the name of Queen Victoria hisses came thick and fast, almost as fast as the applause when he concluded “that the sooner the British nation was dismembered the better.” He described the land system of Ireland as co-equal with Lower Canadian seigniorial tenure, and held it to be such a millstone to agriculture that it had to be abolished. Proceeding to reiterate what he had already said elsewhere upon the Irish land question, he was occasionally cheered to the echo, and especially when he claimed that the Irish National Land League had saved to the people of Ireland \$12,000,000 and that without spending one penny upon their agitation. The rest of the speech was a rehash of his former speeches as to the New York Herald. He had been charged with attacking a woman. He attacked Queen Victoria because she was the symbol of British authority, and if that symbol happened to be a woman was it his (Parnell's) fault. (Laughter and cheers.) He charged that the sources of English charity had been dried up by the English press so far as Queen Victoria was concerned. In conclusion, he said that whether the Parliament brought about the necessary reforms or not this would be the last famine Ireland would suffer from a result of such renting. He believed Earl Beaconsfield, who had squarely stated the issue as regards Ireland, would be defeated. As intimated, this would probably be his last appearance on the Continent for some time.

On motion of Mr. Curran, a resolution was passed supporting Mr. Parnell's policy.

Next day Mr. Parnell left for New York, when he told the reporters he had visited sixty-two cities; \$200,000 had been subscribed to his fund, of which \$120,000 has been remitted to Ireland. He sailed for England, to take part in the elections.

Returns from nearly 300 points in the West in regard to the wheat crop indicate almost uniformly a favorable condition and flattering prospects.

New York, March 11.—Eight members of the “Salvation Army” have just arrived at Castle Garden from London; seven of them are plain-looking women, aged about 30, and the other is a man aged 32. One of the women is called captain and the other lieutenants; the man has the title of commissioner. The women wear Derby hats and the man a cap; around the crown of each is a silk band, with the words “The Salvation Army,” in gold letters upon it. The party is a delegation from the “Salvation Army” of London, and is to begin out-of-door religious services in this city, it appears, commencing in this city. It appears as the “Salvation Army” work has been successful in London, and is well endorsed in England.

There are about 5,000 Chinamen in New York and vicinity at present, and it is said to be likely that 5,000 more will be brought East to engage in various occupations.

BEAUAERNOIS MARKET.

(By telegraph to the Gleaner.)
Peas, 70 lbs., 82c. @ 90c.
Oats, 40 lbs., 36c. @ 37c.
Barley per 50 lbs., 50c to 55c.
Beans, 70 lbs 90c @ 81.
Butter, 1 lb, 16c @ 18c.
Eggs, 1 doz., 12c to 15c.
K. N. McFEE, Grain Buyer.

VALLEYFIELD MARKETS.

(By telegraph to the Gleaner.)
Peas, 70 lbs., 82c @ 83c.
Barley 50 lbs., 49c to 50c.
Oats 40 lbs., 36c @ 37c.
Pork, 100 lbs., \$6.50 to \$6.00.
Butter, 1 lb, 18c to 19c.
Oatmeal, 100 lbs., \$2.10 to \$2.00.
TODD & NICHOLSON.

TEACHER WANTED.

A FEMALE TEACHER holding a first-class Elementary Diploma for School District No. 5, Godmanchester. Applications stating salary to be sent to the undersigned before the 1st of April.
JAMES LEARMONT,
Huntingdon, Que.

FOR SALE, the west half of Lot No. 5 in the 7th Range of Huntingdon. Apply to ROBERT JACK, Chateaugay Basin, P.Q.

A SOCIAL in aid of the building fund of the Methodist church will be given at the residence of Archibald Henderson, Esq., on the evening of WEDNESDAY the 24th inst. Tea at 6.30. Admission 20 cents. All are cordially invited.

D. McCORMICK, Advocate, of Montreal will be at Moir's hotel, Huntingdon Friday, the 28th instant.

LADY MARJORY ST JUST.

CHAPTER VIII.

SHE withdrew into the black shade of the trees as she spoke, and as she stood there mute and motionless, I felt that her eyes in their snake-like beauty were fixed upon mine, and I trembled half with terror, half with indignation. Was it reasonable to suppose that even a desperate woman would commit so horrid a deed as she hinted at, when it could no longer answer the slightest purpose? Might not her kinsmen be wrought upon by motives to which passion made her deaf? Would it be difficult to move even the government to interfere in circumstances involving the life of a grandee of the empire? Was I called upon, when such matter for hope existed, to give up the betrothed of my heart, and, setting aside my own feelings, to inflict upon him a blow so terrible? Such were the first reflections that chased each other across my brain; but by and by they were effaced by a different and better train. My father—my dear father—seemed to stand before me in that cathedral gloom, fixing surprised and sorrowful eyes upon his child. It was he who had been murdered—not the youthful earl. He had died of the wound inflicted on his character, and had descended broken-hearted into a dishonored grave. To accomplish what the sacrifice demanded of me was to purchase, he would have given every drop of blood in his body; and was I, the daughter of that noble spirit, to stand thus coolly calculating chances? Was it even a real sacrifice that was sought to be extorted? It would be impossible for me to enjoy a moment's happiness situated as I should be; and it was a fallacy, therefore, to say that I abandoned any by complying with Mrs Danton's terms. Since unhappiness was to be my lot in life, it would be more easily endured with peace of mind; and better even for Basil to suffer a thousand disappointments than marry a woman whose days would be passed in unavailing remorse. With these reflections there came that sense of guilt to which I have already alluded—the consciousness that I did not deserve the bliss to which I clung; and so fortified, ere the allotted five minutes had elapsed my decision was formed, and I bound myself by a solemn vow never to divulge what had passed, and to adhere to the other condition of the cruel ransom. Oh the wild exulting laugh that rang through the dark pine wood as, in promising to keep the compact, I added, by way, I suppose, of retaining some gleam of hope, 'Unless absolved by herself!'

Basil Edmondstone and I were parted for ever in this world.

'Farewell, Lady Marjory!' she said, 'you will receive due notice of the day when your presence is required at that point of the coast so fatal to your history; on that strand where the music of the sad sea waves shall chant the dirge of love!' Passionately she clasped her hands, as she added, 'Oh, fool! is this your love? Me, who would have lost my soul for him, he slighted and rejected; while you—tame, cold, passionless idiot—he loves; you, who give him up, for what?—for a child's worthless life! Basil Edmondstone loves you, Marjory St Just, and Inez Danton is revenged! Farewell! Yet one word more—she lingered and spoke more softly, 'When he demands an explanation of the mystery surrounding you—when your heart yearns tenderly towards him, yet you reject his approaches—then, then remember Inez Danton, and in your own suffering picture hers!—But no; you cannot! Tell him that you have purchased peace of mind, and that his love is nothing in comparison with that!'

My wrung spirit struggled to be free, and I was wonderfully sustained, replying with a calmness which astonished myself, 'You are right, Mrs Danton; not even Basil Edmondstone's love may be placed in competition with that peace which passeth all understanding—a conscience lightened of a heavy burden—the sunshine within! I was told of when a girl, but which as yet has shed but little illumination on my unhappy life.'

The memory of happy childhood's hours arose vividly before my excited imagination as I uttered the well remembered words, and I was transported back to other days. I heard a voice retreating in the distance exclaim—'Adieu, Lady Marjory; 'Countess May' no longer!' The rocks and woods re-echoed the sound—'Countess May no longer!' and I stood alone, with the quiet stars looking down upon me. Was it an illusion of the senses, or had all this really happened? Was a load of care removed from off my heart, even while I was separated by an impassable barrier from him I loved? Yes, it was reality; for though bewildered and agitated, genial tears flowed forth, with supplications and thanksgiving to Him who had removed from me a great affliction. I supplicated for strength to bear my approaching trial—above all, praying earnestly for the fulfilment of Mrs Danton's promise. Yet I loved Basil Edmondstone as few in this world have ever loved; but he himself had warned me not to trust in my own strength, but to pray for strength from above—and who ever offered up such petitions in vain?

It was tedious to dwell on subsequent hours and days of suspense and weariness; of Basil's wounded heart when I postponed our marriage indefinitely, giving no reason, but entreating him not to judge me harshly, but to wait for coming events. He saw my restless anxiety, and he tenderly intreated me to confide my sorrows to him; then, then, Inez Danton, you were revenged indeed, as I silently turned away, though my full heart yearned to pour itself out at his feet. 'Remember your oath!' seemed traced on the blue skies, and on the summer flowers; the birds of the air re-echoing and prolonging the admonition with a dismal wail.

The allotted month had nearly expired but two days more remained—and my rebellious heart was so treacherous, that lurking hope actually found its way there, for truly the spirit is willing, though the flesh is weak.' Hapless Marjory! Human

love was strong, and conscience slumbered; but, praised be God, events are not in our own hands, and I received the promised missive, appointing the next day for the ratification of Mrs Danton's part of the contract. I set off to keep the fateful tryst alone, unknown to Basil Edmondstone, as I had stipulated. I stood on the beach, the waves curling and foaming at my feet, watching the approach of a small skiff which had put off from a foreign-looking barque in the offing. There were two persons in it, one of them a child. My heart throbbed to agony, the booming waters hymning a funeral dirge over my buried love, as I clasped the restored boy wildly to my breast. I held him at arm's length; I contemplated his blooming beauty; the 'sunshine within' chased the dark shadows away, and the funeral dirge was changed to angel-songs of joy!

CHAPTER IX.

It is easy to look back upon fifteen years, to recall the prominent features which stand distinctly forward, and to sum up those thousand trivial occurrences which, for pleasure or pain, constitute the aggregate of daily life. But were we desired to retrace our feelings step by step, to record minutely the joys or sorrows which have changed or warped our hearts, the task would be a difficult, nay, hopeless one. I might describe the delighted amazement of Mrs Edmondstone and Basil on my return to Edenside with the dead restored to life; of the questions unasked; of the painful mystery shrouding the transaction; and finally, the terrible ending of all, when I told Basil that I never could be his.

He never doubted my affection, and I was sustained by that belief: he trusted and believed me when I affirmed it was unchangeable, a fatal barrier interposing to prevent our union. His glance rested on the child; mine had done so involuntarily: I had no explanation to offer, but I earnestly assured him that, were such in my power, he would not condemn the course I had adopted. He divined somewhat very near the truth; but the exact truth was too wild and startling for imagination to conjure up distinctly; nor did he consent to the dissolution of our engagement without making strenuous efforts to fathom the mystery of my conduct. The struggles, the tortures I endured during that season of probation are indescribable; for Basil, noble and excellent in every respect, was but human, and it was a hard case for him; and when he complained in bitterness of spirit, I wept in silence and agony.

There was a strange, deep love springing up betwixt the child and myself. I could not bear him out of my sight; my eyes literally devoured him; while he returned my anxious care with a clinging tenderness and docility which made me often wonder how I could ever have hated such a fair and promising creature. No longer fractious or sickly, the sojourn among his Spanish captors had restored bloom to his rounded cheeks and strength to his symmetrical limbs: no longer pampere or spoiled, he was a brave, spirited, but obedient little fellow. They had truthfully shielded him from evil; and when I fondled his golden locks, and his bright blue eyes closed in happy slumbers, I bent over the cherub, remembering with a shudder Mrs Danton's dark threat in the pine wood. At those moments I forgot even Basil Edmondstone's disappointment.

Cecil became a ward in Chancery, tho' I, as next of kin, continued his natural guardian or 'nursing mother.' I pass over the unnecessary and troublesome details of the law, the identification of the heir, and complication of the affairs, whose settlement afforded much pleasant work for honorable brethren of the long robe. We continued to dwell at Edenside; but though a short ten miles from Barley Wood, Basil Edmondstone and I were as strangers and pilgrims in the world. We seldom met; for, loving each other as we did, it was hard to be something more than friends, and less than lovers! Yet Basil, by his superior judgment and well-timed advice, materially assisted in superintending the earl's education and pursuits, while the sweet boy's love for Basil almost rivalled that which he cherished for me.

Fifteen years! Yes, there were many tedious weeks and months in those years, despite the dearly purchased peace of mind. To be so near, yet so far apart! to say cold, conventional 'how d'ye do's' and 'good by's,' when we were one in heart—the secret between us unexplained! This state of things perhaps made the lines of time be more deeply traced on Basil's open brow, and the silver threads meander in my brown hair sooner than age demanded.

As to dear worthy Mrs Edmondstone, she was puzzled and provoked, and never fully forgave me; openly declaring, however, that 'that wretch, Mrs Danton, was at the bottom of it all.' She endeavored to make Basil's home a cheerful and happy one, and I doubt whether he would have been better off during those fifteen years had I been his wife; at least I once told him so, when he smiled and said, 'Tis easy to look back when we have attained the summit of our desires; but a steep road always in prospect makes it very painful for the weary wayfarer to ascend!'

I heard from Mrs Edmondstone that Basil had departed for the metropolis on a hasty summons to attend the sick-bed of his former pupil Lord Morley, who was dangerously ill, and not expected to live.

A correspondence and firm friendship had continued between Lord Morley and Basil. Old Lady Morley was dead, but her son, Lord Morley, was still in his public career and private fortune and time being devoted to the amelioration of human misery in all its varied forms. Lord Morley's recovery was tedious, and Basil having left a competent substitute at Barley Wood to discharge his ministerial duties, consented to remain another week with his friend, who thankfully deputed him as his almoner on many charitable errands.

One of these was to seek out the abode of some destitute foreign exiles, victims of revolutionary violence, who had solicited aid in their extremity; officers of rank were among them, with their wives and children, perishing of cold and hunger in a strange land; unable to procure employment, but willing enough to toil at the meanest drudgery could they have found it. White slender hands were outstretched for food; and fairy feet, once scarce pressing the ground for 'very delicateness,' now bare and toil-worn.

In a close dingy alley, amid the intricacies of lanes near Leicester Square, Basil entered a confined tenement, ruinous from neglect, and ascending to the garrets, inquired for Captain T—. A woman pointed to a half-open door, at which Basil knocked, when a young man presented himself, whom the visitor rightly conjectured to be the individual he sought; for notwithstanding poverty, squalor, and untrimmed moustache and beard of many days' growth, the stamp of 'gentleman' was still distinguishable, as, gracefully bowing, he ushered Basil into the interior of the miserable apartment.

A dirty little child was crawling about on the floor, while from a bed in one corner, whose curtains were closed, the faint cry of an infant proceeded. They conversed in French, and the exile informed Basil that his wife was just confined of her second babe (they had only been married three years), and that, owing to privation, her situation was so critical, as to admit of no hope of her rallying from the fever which had attacked and nearly consumed its victim.

The gentleman appeared a mild, amiable person, and he assured Basil Edmondstone that his wife's ravings were frightful in the extreme: he feared that she had some painful secret pressing on her mind, and disturbing her last hours; and adding that she had been high-spirited and unbending when in health, Basil did not draw an inference favorable to the poor man's wedded felicity.

However, in Lord Morley's name, Basil requested that nothing might be left undone for the sufferer's immediate relief, so far as human aid could go. He was still speaking, when a shriek issuing from the bed caused him to look round, and he saw the curtains withdrawn violently by the sick woman, who was leaning forward with eyes that shone like stars from out the deathly pallor of her face. She screamed rather than spoke—

'Whose voice is that? 'Tis his!—'tis his! Basil Edmondstone, come near, or you will be too late! I am dying—come near, or you will be too late!'

Basil approached, for even then, in that awful hour, changed, dying, he recognized Inez Danton. Her cheeks were hollow, and the rounded lines of youth were gone; but the hectic of fever lent an unearthly glow to the countenance, and the large wild eyes flung over the whole a perfect blaze of beauty. The shock of his sudden appearance seemed to have been too much for her feeble reason; incoherent exclamations succeeded the wanderings of delirium; but again she was calm, and more faintly ejaculated—'Come near, or it will be too late!' Basil Edmondstone bent over the bed.

'Has she kept her covenant with me? Are you married?' she continued.

'I know not what covenant you mean,' replied Basil, mildly; 'and I am not married.'

'Is Lady Marjory St Just married?'

'No; she also remains single,' answered Basil.

'Do you still love each other?' said the dying woman, placing her thin hand on Basil's arm, and fixing her wild eyes on his.

'We do,' was the low but distinct reply. Her eyes slowly fell, a spasm convulsed her face, and a strange expression struggled with the calming power of death. But these were only momentary. She raised her eyes once more; and while her features had softened almost into a smile she said—

'Then listen: tell her that she is absolved from her oath; that I release her; that she is free to confess all! Tell her that Inez Danton died a penitent; for oh, Basil, darkness is closing around me, and on the deathbed revenge and jealousy are obliterated and forgotten: mercy and forgiveness are all we care for!'

She never spoke coherently again; and ere morning light dawned, the once gay and beautiful Inez Danton was no more—the dead babe sleeping on its mother's bosom.

She had run a race of profligacy in her native land, until at length a young, handsome, and prosperous man, fascinated and blinded by her allurements, made her his wife. Political reverses were at hand, and with many others, they were compelled to fly, seeking an asylum in the country which has always proved a haven of refuge for the exile.

'Absolved from her oath—free to confess all! These words rang in Basil Edmondstone's ears, chiming vague promises of hope and joy. An overruling Providence was manifested in leading his steps to that death-chamber: never did he deem it chance, nor did I.

He came to Edenside; he conveyed to me Inez Danton's parting message. Ah, need I add how fully and freely I tendered my confession, or how gratefully he received it.

When I soon afterwards demurely hinted to Basil that I was too old to think of marrying now (fifteen years had passed away since I had first promised to be his bride), pointing out to his observation my silver threads, he paid so many flattering and gallant compliments about

'The line of timeless snow,' that in self-defence I was obliged to return them in kind. And in truth mine were not undeserved; for Basil was one of those men whose appearance is improved by years—their figures acquiring only dignity, and their features only precision, from age. About myself I ought to say

less; and yet I will candidly admit that I grew a good deal younger after marriage; that the fifteen years of weariness and mystery appeared to have been gradually blotted from my life; and that therefore my union with Basil can only be reasonably counted from the time I promised to be his. When we did at last grow old, we grew old together, and had therefore no invidious comparisons to draw. Even the young Earl of Mertoun is now a man in the prime of life, with a charming countess by his side, and children growing up at their knees. He is beloved in private life, and felt, in the influence of virtue and intelligence, in the councils of his country. This doubtless carries forward the view through a good many years, and the reader will consider that Lady Marjory Edmondstone, nee St Just, is by this time a somewhat elderly dame, and her husband verging towards patriarchal honors. It may be so. All I know is, that tho' our snowy heads show traces of many a winter frost, our loving hearts retain the 'sunshine within,' which warms and cheers when the departing light of day is fast waning in the west.

[THE END.]

THE MONTREAL & PROVINCE LINE RAILWAY.

THE following are the more important sections of the bill to incorporate this company:

2. Daniel McFarlane, Esq., John Younie, Esq., W. B. Johnson, Esq., Alexander Cameron, Esq., M.P.P., Thomas Gebbie, Esq., John Symons, Esq., J. M. Browning, Esq., J. H. Camp, Esq., G. B. Phelps, Esq., Willis Phelps, Esq., D. D. Warren, Esq., Dexter Van Orstrand, Esq., J. P. Wiser, Esq., M.P., and the Honorable William Henry Brouse, with all such other persons and corporations as shall become shareholders in the Company hereby incorporated, shall be and they are hereby constituted a body corporate and politic, by the name of the "Montreal and Province Line Railway Company," and the words "The Company" when used in this Act shall mean the "Montreal and Province Line Railway Company" hereby incorporated.

3. The Company, their agents and servants, may lay out, construct, equip, maintain, and work, a continuous double or single track iron or steel railway, of a gauge of four feet eight and one-half inches, and also a telegraph line throughout the entire length of such railway, with the proper appurtenances, from or near a point opposite the City of Montreal, in the Province of Quebec, and thence westerly to a point on the boundary line between the said Province and the State of New York, one of the United States of America, at or near Fort Covington, in the said State of New York, to connect with a line of railway in the said State to or near the town of Potsdam, in the said State, and form an extension of or connection with the "Rome, Watertown and Ogdensburg Railway Company," with power to build branch lines connecting with any railway crossing the River St. Lawrence at or near the City of Montreal, or at or near Coteau Landing, or at any point between the said City of Montreal and the said boundary line. The Company shall also have power to build, own, and operate steam and other vessels in connection with the said railway, and to maintain and operate a steam or other ferry between the eastern terminus of the railway of the Company and the City of Montreal.

4. The capital of the Company shall be one million dollars, and shall be divided into shares of one hundred dollars each, but may be increased from time to time by vote of the majority in value of the shareholders present in person or represented by proxy at any meeting specially called for the purpose, to an amount not exceeding two million dollars.

13. The head office of the Company shall be at the City of Montreal.

19. The directors of the Company shall have full power and authority to enter into and conclude any arrangements with any other railway company of Canada or the United States for the purpose of making or acquiring any branch or branches to facilitate a connection between the Company hereby incorporated and such other railway company, or to acquire the corporate property and franchises of such other Company.

24. The powers given by this Act shall be exercised by the commencement of the railway within one year after the passing of this Act, and its completion within three years thereafter.

CANADA.

At Ridgeway a child of John Baxter upset a jar of vinegar and was suffocated by the fumes of the acid.

An East Stanbridge correspondent says: During the time of the Fenian raid in 1866, Dr Daniel Calvey, of the Ridge, purchased, at a discount, a couple of rifles off one of the raiders, and left them for safe-keeping at the house of one Collins, across the line. On going for them a few days after, the party in whose charge they were, refused to give them up, with the assertion that they would again be used in fighting Canadian soldiers. No further move was made in the matter until last Monday, when Mr Malvey saw Collins quietly driving along the streets of Bedford, this incident of by-gone days came to the surface. The services of an improvised bailiff were at once procured, and Mr Collins was arrested "in the name of the Queen." The sum paid for the rifles, together with nearly fourteen years interest, amounting altogether to nineteen dollars, was then demanded, and after a little hesitation paid, and Mr Collins headed his team for the "land of the free," a poorer and doubtless a madder man.

The Manitoba Free Press (Feb. 23) says:—Isaac Watson is a dealer in horses, and comes from Leamington, Ont. Last Monday he started for the Boyne on business, and when about fifty miles on his way was overcome by the storm that

swept the prairie on that day. Finding it impossible to face it, he unhitched his horse, and putting two blankets on the animal and wrapping a buffalo robe about himself, laid down in the snow. He was just at the point of death when his horse commenced to rub his face and paw him vigorously, and the faithful animal kept this up all night, thus preventing his master from dropping into his last long nap. When daylight dawned he found himself about two miles from a house, and succeeded in dragging himself to its shelter, where he arrived with his face, ears, and toes considerably frozen. The horse was also pretty well used up. Mr Watson was properly taken care of, and is now about as good as ever with the exception that he still bears several mementos of his night's exposure.

UNITED STATES.

The Chateaugay Ore Company are going to build a forge at Dannemora Junction, near Chazy Lake. The forge will be similar to that at Chateaugay Lake, probably of twelve furnaces. One million three hundred and fifty thousand brick are ordered and will be drawn immediately and the work commenced.—Chateaugay Record.

Wm. H. Vanderbilt, C. K. Garrison, Wm. E. Dodge, James Talcott, and others have subscribed \$30,000 towards a fund of \$100,000 for founding a permanent institution for the New York Christian Home for intemperate men.

Bishop McNamara of the Independent Catholic Church, at his first meeting in Boston, gave a sketch of his life. He said that he was the child of devout Roman Catholics, who designed him for the priesthood. He was educated in the 'hedge schools,' so that nothing repugnant to Catholicism should ever be taught him. Leaving Ireland he came to Boston, studied there awhile, then entered the seminary in St Louis. In the seminary he read the Bible, which was kept as a reference book, and out of that got his first notion of the defects in Catholicism. He was ordained priest in Brooklyn, where he founded and built a church. Visiting once the chapel of the Sailors' Home, in Cherry street, N. Y., he was so much impressed by the pious exhortations of the chaplain that he threw himself on his knees among the ignorant sailors and was converted. He had already been censured by his ecclesiastical superiors for his liberal views, and now began his career as an independent Catholic.

A farmer says: 'Four years ago my farm was fearfully infested with rats. They were so numerous that I had great fears of my whole crop being destroyed by them after it was housed; but having two acres of wild peppermint that grew in a field of wheat, cut and bound with the wheat, it drove the rats from my premises. I have not been troubled with them since, while my neighbors have any quantity of them. I feel convinced that any person who is troubled with these pests could easily get rid of them by gathering a good supply of mint and placing it around the walls or base of their barns.'

The Litchfield (Ill.) Democrat is the authority for saying that a few days ago a young lady of Carlinville sent the following note to a young gentleman of that place:—DEER WILL: Doant kum to see me eny more for a whial any way. Faut her has got awfully skeered about burglars, and he sits up every nite till late with a double-barreled shot-gun, watching the back yard. He put morden a pound of lead into Brown's nufoundlad dog which was kummin over the fens after a bone last nite.

The rose is red, the violet blew,
I wouldn't kum now if I was you.

Colonel Reuben Steere, aged 33, height 34 inches, one of the Liliuputian troupe that has been playing in Rochester, N.Y., was married at Whitcomb House in that city on Saturday morning to Miss Rebecca Meyers, aged 27, height 33 inches, another member of the same troupe.

MISCELLANEOUS.

DANGEROUS AVOCATIONS.—The ratio of deaths per thousand persons employed is less in coal mining than in the navy by drowning, and is about one-half only of the deaths in the railway service. The number of persons employed in these services is thus given in a recent calculation: In mines, 514,532; Royal Navy, 45,000; in the merchant service, 198,638; and in railways, 270,000—in the latter case the numbers are for five years ago. The deaths in the last year for which figures are procurable are stated—deaths in the mines by accident, 933; in the Royal Navy by drowning only, 2270; and on railways, 1000. Adding the number of deaths by accident other than by drowning in the Navy, the deduction is drawn that at the mines the loss of life was 1 to 551 persons employed; in the merchant service it was by drowning alone, 1 to every 87,503 persons employed; in the Royal Navy, 1 to every 312 persons employed; and on railways it is computed as 1 death to every 270 persons employed.

In the British House of Commons the Chancellor of the Exchequer moved that Grissell, arrested at last session of Parliament for breach of privilege in having declared his ability to bribe a Parliamentary Committee, but who was discharged at the expiration of the session, be re-arrested and reprimanded. In consequence of a general feeling in the House that this would be too mild treatment, the proposal was withdrawn, and a motion unanimously passed that he be arrested and brought to the Bar of the House. Next day he was brought to the bar, when he read a most humble apology. The Chancellor of the Exchequer, amidst cheers, moved his commitment to Newgate jail; which was adopted without debate or division. Grissell will be imprisoned during the pleasure of the House of Commons.

A shocking case of wife murder occurred on the 17th Feby., at Portsmouth, England. The victim was a Mrs Crow, aged 39, whose husband is an insurance agent and naval pensioner. For twelve months past the woman had been confined to bed with rheumatism, and both she and her husband gave way to drink, and led a miserable life. Crow went home in the evening after drinking, and finding his wife was also drunk, he took a bolster and smothered her with it. As he was about to leave, a nurse came in and stopped him. He admitted the crime, and was given into custody. The prisoner's son, aged twelve, states that his father placed two pillows over his mother's mouth, and then knelt on them until she was dead.

Lumbermen have for many years been looking about for a profitable mode of utilizing sawdust. Burning it as fuel for their steam-engines makes no appreciable diminution in the supply, and tho' various means of turning it to good account have been suggested, their adoption is not always practicable on the spot. Mixing the sawdust with tar or pitch and converting it into fuel has been found to answer in some cases; in others the manufacture of fire-lighters, by mixing the sawdust with petroleum or rosin and pressing it into small cakes has been adopted. An ingenious American inventor has recently devised a machine for working up the material into pulp and compressing it into various shapes, such as barrels, brackets, doors, etc. It is said that articles of furniture made in this way are in certain respects preferable to those made of ordinary wood, the pulp becoming perfectly hard and impervious to water.—Bulletin.

My method with balky horses—and I think it equally good in case of kicking or backing in harness, or running away—has proved very successful with my team, requires but a moment in its execution, and is not, I think, in the least inhuman. I take a strong string (three-ply broom twine is the best) long enough to reach from the horse's neck to the carriage, fasten one end around the horse's neck in a hard knot, so the loop will not slip, bring the throat-latch through the loop to prevent the string from working back on the neck. When the horse balks, do not strike or shout at him, but sit quietly in your seat and pull on the string until you choke him. If the horse is very stubborn you may have to choke him severely, but he will be willing to pull before he is choked down. Two or three chokings will render him afraid to balk. I tried this on my team last fall, and have had no trouble with them since.—P.

AUCTION SALES.

At residence of James M. Leahy, 1st concession of Hinchinbrook, on TUESDAY, 23rd March: horses, cattle, sheep, hogs, implements, &c. 12 months' credit. ANDREW PHILIPS, Auctioneer.

At residence of Thomas Grant, La Guerre, on WEDNESDAY, 31st March: horses, cows, young cattle, sheep, threshing mill, &c. 8 months' credit. D. SHANKS, Auctioneer.

1880. NEW 1880.

SPRING AND SUMMER IMPORTATIONS.

WILLIAM THIRD & CO.

BEG to announce that they are now receiving and opening out their New Spring and Summer

Importations, and invite inspection by intending purchasers.

Huntingdon, Feb. 13, '80.

1880. NEW 1880.

NEW SPRING GOODS!

AT RAILROAD PRICES IN

Black and Colored Silks, black and colored Satins, black and colored Velvets, black and colored Cashmeres, black and colored Merinoes, black and colored Persian Cloaks, black and colored Blankettes and Lustras, black and colored Prints (a great variety to select from), black and colored Buttons (by the thousand), black and colored Shawls in double and single, black and colored Gloves, Ribbons and Ties (a very large assortment), black and colored Umbrellas for Ladies and Gents, black and colored Hats in wool and fur, also Spring Caps.

Our Stock of GROCERIES, including black and uncolored TEAS, will always be found fresh and pure.

Our Stock of CLOTHING of a superior quality for aged men, young men and boys will be found unusually large and taking for Spring and Summer and in Suits adapted for all seasons of the year; also, Rubber Coats in drab, black and Tweed patterns (the Tweed patterns answer for Spring and Fall Overcoats).

BOOTS & SHOES and Rubbers for ladies, gents and children; Hardware, Stone and China Ware; Gents' furnishing Cottons, Linens, Shirts; Boys' Suitings; Cottonades, Tickings, Tablings, Corsets, Carpets, Weaving and Knitting Cottons, Looking-Glasses, Wall-Papers, Lace Curtains, Mullins, Crotons,—fresh and pure.

Clover and Grass Seeds, together with a great variety of other Goods will be kept through the season.

March 3rd, 1880. McNAUGHTON BROS.

THE CANADIAN GLEANER is published every Thursday at noon. Subscription \$1.50 a year in advance, postage free. Single copies, four cents each. One dollar pays for eight months' subscription, two dollars for a year and four months. Advertisements are charged seven cents per line for the first insertion and three cents for each subsequent insertion. Advertisements of Farms for Sale if not over 10 lines are inserted three times for \$1.

The figures on the direction-label indicate the rate to which the subscription is paid, and, therefore, are a valid receipt to the subscriber for money sent. After remitting, be sure to notice that figures are changed. All such changes will usually be made previous to the issue of the succeeding number, except when the subscription has been paid in advance, when a few weeks may elapse. Subscribers outside the District, who desire to continue to receive the paper, will please observe the date on their paper, and send the money to renew before their time is up. ROBERT SELLARS, Proprietor.