

LOCAL MATTERS.

Tomocods.

Parties have begun the shipment of the neglected tomocod to the States.

Bass Fishing Notes

There are at present 20 Bass "shanties" on the North West. A great number of these shanties are occupied by men from Chatham.

Large Purchase.

Messrs R. A. & J. Stewart have purchased a maraging interest in the old Gilmour & Rankin mill of late controlled by Temple & Hillyard, at Bathurst.

Machinery Finished.

All the machinery for the Extract Factory at Derby was completed yesterday at the Miramichi Foundry, and will be taken at once to the Factory. The Foundry at present has 40 hands employed, including boiler makers, machinists, moulders, etc.

Fine Beef.

Mr Vanstaple has on exhibition one of the finest and fattest carcasses of beef ever seen in Chatham. The ox, which weighed when dressed 1,050 pounds, was but four years old, and was purchased from Mr Withrell of Newcastle. advt

Lumbering Notes.

Coun. K. Cameron is lumbering on Bartholomew River. He has 6 teams and nearly 40 men employed. He will get out 3,000,000 for Messrs J. & S. Fairly.

Mr J. Fairly who lumbers on Dunganon, has 6 teams and about 40 men employed. He will get out over 2,000,000 for Mr J. Scott of Blackville.

Mr J. L. Murray who also lumbers there has 8 teams and about 40 men employed. He will get out 3,000,000 for Snowball this winter.

The Shortest Day.

Yesterday was the shortest day of the year the sun being then vertical at the tropic of capricorn. This is the woful time for the Esquimaux and other denizens of the North frigid zone. There is total darkness there save that now and again for an hour or two the mountains and the fields of ice are flooded with the mellow trembling light of the aurora borealis. Since the 21st of June last, in the astronomer's phrase the sun has been travelling southward. It has now reached the southern limit beyond which it never can pass; and now in that cheerless land where stunted moss and wretched shrubs are the best nature can bear, it is midsummer. The huge Patagonian, smoking guano, is enjoying his palmy days; spearing fish, and hunting wild animals through the mountains. But the good old sun has turned back, and from now till the 21st of June next, the longest day, he will travel North; and the dead buds and plants and flowers will lie sleeping beneath the snow till he arrives and wakes them.

Fishing Notes.

Fishing smelt on the main Miramichi has proven disheartening work, so far this season. Messrs. Cribbs and Mills of Chatham have taken up their nets and gone to the Little North West, Kent County, to fish for smelt. In six nights there they have taken 5 tons. There are about 65 nets there they are fishing, mostly owned by Frenchmen.

A great number of the Chatham fishermen have begun to take their nets out of the main river.

A SUGGESTION.

There seems no doubt at all but that the smelt business from the Miramichi is suffering from injudicious shipments. There are not too many smelt taken during the two open months to supply all the markets for December, January and February, but there are too many taken to supply December and January only; especially so if cargo after cargo is dumped into a market in which there is little or no demand. Proper attention given to shipping by the shippers would keep up a paying demand for our smelt all the season round; but owing to a lack of proper attention to this, already several cargoes this winter have been dumped upon the markets, bringing less there, than at the Chatham Station. In view of all these facts it seems to us then that the shippers should put their heads together and devise some plan to guard their own interests—which are the interests of the fishermen as well. Such a plan should have for its object the regulation of the markets. To this end the shippers ought to meet say once a week and decide a course of action for the coming week. They should bring all the information possible with them respecting the capacity of the markets, and regulate their supply during the next week according to the demand. If for example the Milton market were glutted it should be ordered that no shipper send to that market for the week; and the same should be done with respect to the other markets. Shipments should be allowed only to whatever market there was a demand; and if all the markets should ever happen to be supplied, the fish on the shippers hands might be stowed away. For remember all through February there will be no fish taken, so that there will then be ample time to work off the accumulated store. As it is now there is neither method nor money in the shipments. Each shipper fires away to whatever market his fancy suits him; and if A sees B eagerly shipping to Boston, and is in a quondary himself where to ship, he eagerly follows suit. So does C, and D and E,—and the result is they swamp each other, and help to kill the business. If shippers only worked in harmony—as a man—there are good profits in the smelt trade both for themselves and the fishermen.

STAR BRIEFS.

—Christmas greeting has begun.

—Saturday will be Christmas day.

—A Soiree is to be held in Chatham Head School House on Friday night next.

—Ten teams were down here on Monday last, belonging to different lumber parties up river.

—An "Apron Fair" was held in the Temperance Hall on Tuesday, under the auspices of the Methodist Church.

—One of the engines in Nelsons machine shop broke down on Monday, in consequence of which box making had to be suspended.

A Cure for the Epizootic.

We publish in another column today an advertisement sent us from Fredericton by Mr. John Wiley which the owners of horses here would do well to clip out, and follow. The epizootic raged in Fredericton, but as the testimonials to Mr. Wiley show, the medicine he is the agent for, proved a conqueror of the distemper. Those having sick horses, should not fail to get the medicine.

Poor Vennor.

According to the prophet 11 feet of snow was to have fallen today. The weather is beginning to pay no attention whatever to what Vennor says. You know the storm was to have been earlier in the month, but as it did not come, the prophet put it off till today.

Notes from the Capital.

The recent death of several prominent citizens casts a damper on local politics. The fire is however starting again. Zeblin Everitt is trying to keep before the public. With a tremendous forebrain he thought he could make a few votes by acting auctioneer at the Baptist tea soiree. It is now the opinion that the Smith will be the Mayor; if so we may expect a better class of Aldermen.

We had a meeting of capitalists last week at the call of Mr. Chestnut. There were present Joseph Gaynor Gill, Henry Chestnut, C. H. Lagrin, (Editor in-chief of the Capital) Mr. Croyley, Mr. Zeblin Everitt and others. Matters affecting the present and future of the City were discussed and after mature deliberation the patriotic gentlemen have decided to invest all their capital in local public works. What a hum will be in Fredericton! one gentleman not having just now the hard cash to invest volunteered to take charge of the \$10,000 the Dominion Government are to spend on the St. John River. No one present had any doubt of his ability to discharge this duty to the satisfaction of himself. He was unanimously appointed. It was suggested that Northern Pacific bonds could be obtained to build the bridge. Mr. Everitt and Mr. Chestnut will attend to this duty well. The only question now is whether said bridge is to be up town or down town. I hope and trust however, this matter will be got over. I think now between you and me Captain Croyley oughtn't to be too hard. He should let Mr. Chestnut have the bridge, since he has the Railway from here to Chatham. It is thought here, though it is not publicly talked, that the chief object in building the road is to carry Capt. Croyley's Capital. George Perks thoroughly favors it on this ground.

Though George Perks takes the above grounds strongly, Captain Croyley says "There is the military consideration to George."

It will be hard on Mr. Everitt to look after the shoe factory while he is Mayor—but likely Charley Lagrin will give him a lift, as things are quiet now at Madawaska.

Mr. Blair and Mr. Thompson are not taken with any of the great public works—they would rather see the Government turned out. Mr. Blair says the promoters are visionary creatures. He thinks the \$10,000 will be looked after.

This is a wicked world truly. Because the proprietor of a grocery store here informed the police where liquor was illegally sold, an attacking party organized and made a sortie on his store and house. I think the grocer in question is a public benefactor and ought to have a salary fixed on him; because I believe he has informed on more illegal sellers than any one else in the city. Instead of being publicly rewarded, as far as I can learn no one would care to take a policy on his life.

Alexander Gibson Esq., has returned from the west favorably impressed with cotton mills I learn.

Mr. Samuel Babbit one of our most upright and respected citizens is dead. He was for many years cashier of the peoples bank, a position he filled with credit to himself and to the full satisfaction of the directors. Such men passing away makes one sad—they are a loss to any country.

Mr. Harry Beckwith having assumed some offices filled by his father, could not attend to the sergeantship of arms and has resigned. So says the Capital—but the same is untrue.

Some one has stopped reading the Capital because of some little paragraph the editors put in it; but what matter about this—the Captain informs his readers twice in the same article that the other Provincial papers "quote the Capital" In the same article he predicts the coming of the Weekly Capital. The try-weekly is also to be daily—but this will all happen after the St. John river is bridged, and Zeblin Everitt is Mayor, and the shoe factory is built—and after Fred Thompson is Attorney General.

Will be more regular in the future. Yours, CELESTUS

The ill-fated "Nonantum."

HER SAD FATE—THE TERRIBLE SUFFERINGS OF THE CREW.

CAPTAIN BROWN'S EXPLANATION.

From a cable to the St. John News we learn that the Steamer Curlew, from St. George's Bay, brings an account of the loss of the bark Nonantum, which sailed from Miramichi, November 19th for Gibraltar. She encountered a storm on the 20th and 21st, losing topmast and deckload. On 22nd both anchors were put down, but one gave way, and the masts were cut away to ease the vessel. The sea swept over her continually. On the 23rd the crew left in two boats, one capsizing and losing all the provisions, but was subsequently righted, and this boat, after twenty hours struggle, landed its crew in a cove near St. George's Bay. The other boat, with six men, was lost by swamping in the heavy sea. The crew of the life boat died in number, landed and the cook elven in few hours from exhaustion. The remaining men clambered to the top of the cliffs and travelled about in the woods for six days. They made a camp, but stayed but a short time. No habitation could be found. The provisions gave out, and several died in the snow from starvation and cold. Capt. Johnson fell from exhaustion and cold, leaving the mate named Kadger, and a seaman named Dooley only alive. These two laid down in the snow, after ten days wandering, to die; but they were accidentally found by two men who took them to the village. A party went in search of the wrecked seamen, and found Captain Johnson in sensible, and the remaining members of the crew dead. The Captain died shortly after being taken to a house. Kadger and Dooley were so frost bitten and suffering from pulmonary congestion that they could not live. The Nonantum had a cargo of deals. The coast between St. George's Bay and Cape Bay is strewn with wreckage, and from accounts not yet quite authenticated probably other tales of wrecked life and property will be made known.

Touching the above subject we have received the following communication from Captain Brown one of the three Port Wardens, and as there seems to be a feeling about here against the Company's Agent and the Wardens, we gladly publish the letter:—

CHATHAM, N. B. Dec. 21st.

To the Editor of the Star.

DEAR SIR.—Before the "Nonantum" put to sea the Surveyors called upon the Port Wardens to proceed down the river to survey the barque "Nonantum." We found the ship with a strong list to starboard, the only objection we saw. A portion of the crew said it was the deckload which caused this. The Surveyors then ordered the deck load to be thrown over, the top gallant yards and the top gallant masts sent down, the mizzen top mast housed, the boats taken from the shields and houses and placed on deck.

Yours Respectfully,
J. J. Browns,
[For the Surveyors.]

Capt. Brown's letter is relieving in a measure to the wardens, of which board of wardens the captain is a member. But if the telegram we publish above be true, the explanation is hardly sufficient; for it is stated that the ship lost her deckload on the 21st in a storm two days after the vessel had left for sea. It certainly looks queer that the sailors having the authority of the wardens to throw the deck load overboard did not do so till the sea came and took the work in hand. However the telegram may be wrong in this—we suppose the pilot who towed the ship out knows something about it. The mistake was that the survey was made after night, and a dark foggy night at that. We are unacquainted with the minutæ of surveys, but we fancy that is a loose system of surveying that can be carried on in a few minutes of a dark night. But then we ought to look at the other side too. The owners of the cargo of deals wanted to get their property across the Atlantic, and the quicker they got the ship away the better. In looking over the whole matter even to the drowning and the freezing of the two boats crews, the same important fact should be borne in mind. Those who know little about a ship, know less when she is fit or unfit for sea; and if there were any such persons connected with this case, they are not so culpable, if culpable at all, as those who ought to know if the Nonantum was unsafe, if indeed she were so. We know not what the law says is to be done after the warden gives the order. When our wardens gave their order, they steamed away—and did not know whether their order was carried out or not. Perhaps the law did not require the wardens to wait and see it carried out. Perhaps the storm which was singing its mournful song through the rigging of the doomed ship, while the wardens were examining her, made it too hot for the vessel to stay about the shore, and that she put to sea to carry out the order, and that the storm coming on gave the crew all they could do to manage the ship till a heavy sea came and took the work prescribed by the wardens of their hands. It is worth while now in justice to the 11 frozen corpses and their six drowned mates to say that no care was shown in loading the ship. Though she had no ballast in they filled her hold with dry deals; green stuff just from the saw was put between decks, and for a deckload. She was a queer spectacle to see as she passed down the river, her rail in the water, her deckload slanting as the roof of a house, attracting people from all quarters to look at her. Without a deal on deck, or shred of topsail or fortport mast, we believe the vessel was not

in a sailing trim, would not steer, and would therefore be at the mercy of the storm. But the ship is lost, some of the crew are in the sea, some perished on the equally as cruel land; and we suppose we had better close our remarks.

Since preparing the above, further information has come to hand from Newfoundland. We give part of the story as told by Kadger and Dooley two of the crew.

On the following [the day after leaving Miramichi] day a strong gale from the south arose, and all the indications of a storm and of turbulent weather speedily showed themselves. The sea rose rapidly and soon began to sweep athwart the deck of the bark. Towards night the wind had veered to the southwest and was still rising and blowing with increasing violence. The Magdalene Islands were sighted, but the bark would not clear on the port hand, so that her head had to be kept away to the north-east. For some hours previous the lead had been kept constantly going, as the calculations of the officers of the ship were likely to be disturbed by a rapid current setting to the northwest. About two hours after the foretopgallantmast, main topgallantmast and mizzen topmast were cut away and fell by the board. At seven o'clock on the morning of the 21st the deck load was thrown over into the sea. The bark was laboring heavily, and was almost at the capricious mercy of the waves. On the morning of the next day the wind suddenly chopped round to the north northwest, almost throwing the bark on her beam ends and splitting her double reefed topsails into ribbon and tatters. The lead was now thrown over, and it was ascertained that there was only seventeen fathoms of water under the ship's bottom. The captain immediately gave the command that the two anchors should be let go. All available chain was then paid out, but scarcely was the weight of the ship brought to bear on the anchors when the starboard chain parted and the ship and the fate of all on board hung on the feeble hope of one solitary link, and that one the weakest in the remaining chains. This proved insufficient too. The wretched crew took the boats and made through the boiling sea for land. One boat was capsized but again righted. They saw their comrades swamp; saw them after a moments struggle sink. The boat was driven along the iron coast and the crew had neither bucket nor oar. They had to bail her out with their coats. Providence forced them into a little cove where they landed. Kadger goes on to tell: "After being on shore a couple of hours our cook, a colored man, who had shown signs of exhaustion all night, died, and we buried him on the sea shore. The remaining ten of us climbed up the cliff in the hope of seeing some sign or token that might lead us to a path or road that would in the long run enable us to find some settlement. When we reached the top of the cliffs nothing met our eyes but a long extent of low woods, across which nothing could be seen that would indicate any vestige of human life for miles at least in any direction. After travelling about in vain for six days without food or fire and with insufficient clothing, with the little strength that yet remained to us we made a rude camp of evergreen boughs and lay down to die, believing that we should never see a human face again.

It was now Friday morning, and with shaking limbs and all the agony of hunger, we rose one by one from our chilly pallets and started once more in the hope of reaching some human habitation, but we were now a starving and broken down crew. One by one dropped in the snow to remain there forever. A few took a different course from us, but quickly disappeared and we knew that they had sunk down on the cold ground never to rise from it again. The captain and myself and Dooley alone remained of the whole eleven who were washed ashore in the life boat. The captain did not stand long. His feet were frost bitten so that he had to give up, and we left him behind. Dooley had no boots on; nothing but pieces of canvas wrapped around his feet, and they were terribly swollen with the frost, and I was afraid I should be soon alone, but Dooley proved himself to be an iron man, and we held on till evening, when we lay down, but it was not long before the joyful view of two human beings approaching us greeted our sight.

Kadger and Dooley told the story to the doctor Malcom who goes on to finish the pitiful tale:—Immediately a party was improvised to go in search of the captain and the other seamen indicated by Kadger as lying half frozen in the neighboring ravine. After a very diligent search the locality where these perishing wretches lay was discovered but all save the captain were locked in the rigidity of death. The captain was badly frozen, but still showed sufficient evidence of vitality to warrant the hope that his life might be spared. The bodies of the dead were as decently buried in the lone gorge as was possible with the meagre means at disposal. Captain Johnson was then carried to the neighboring settlement by the rescuing party, but had hardly reached the warm hearths and hospitable homes of the dwellers amid the Highlands, when he died after hours of protracted and excruciating agony. It was noticed by the search party before burying the companions of the captain in the solitary gorge where they were found, that the arm of one man was completely eaten to the bone, as if the poignant agonies of starvation had incited the loathsome and abhorrent appetite of cannibalism. Kadger and Dooley, both badly frostbitten and both suffering from pulmonary congestion, are likely to follow soon after their companions in suffering, and thus complete and round this terrible tragedy.

NOTICE.—The Canada Advertising Agency No. 29 King St. West, Toronto. W. B. BUTCHER, Manager is authorized to receive Advertisements for this paper.

Ottawa News

HOW MR. BLAKE STANDS.—HON. MR. LANGEVIN'S SPEECH.—HE PUNCTURES THE OPPOSITION ARGUMENT AND LAYS MR. BLAKE'S GHOST—THE MANIFESTO AND OTHER MATTERS.

You are doubtless anxious to learn from me something further on the progress of the great Railway debate. I think in my last I was dealing with

MR. BLAKE when I left off. You know I suppose that Mr. Blake and Mr. Mackenzie are not on good terms; that they are hardly ever seen to speak, that at caucus they are at loggerheads, and that it is only by the greatest effort a public rupture between them can be staved off. You know how galling it is for a man like Mackenzie who with all his faults had many shining virtues, to be superseded by Mr. Blake who may anyway again go into a sulks for another lustrum. Giving the devil himself his due Mr. Mackenzie has a good practical head, has sound common sense—and it must be galling indeed to him who was once the Premier of Canada, and who refused the empty bauble of knighthood to have his policy ignored by the man who supersedes him. Mind you Mr. Mackenzie would give not Twenty-five million acres to any syndicate besides a \$20,000,000 cash bonus to build the road, but

FIFTY FIVE MILLION ACRES and a \$20,000,000 cash bonus to build it. His party endorsed this in Council, they proclaimed their policy in the House, they advertised for contractors, boasted they were going to get it built for that, but no one took their offer. Blake says he was no party to that, but he was sulking at the time and differed from every other man belonging to the party. But those who now howl out because this Government gives 25,000,000 acres, the Burpees, the Cartwrights, the Huntingtons, the Mill's and the whomots would in '76 give 55,000,000 acres. Blake however was wiser than any, but probably if no syndicate took the offer, he might think now as he thought four years ago that "55,000,000 was none too little." There is nothing like having a difficulty solved before you express an opinion upon it.

I know Mackenzie hates Blake—every plaudit the hated rival receives from Opposition admirers, is a poisoned dart settling in the discarded leaders heart. You know no man likes to be supplanted by another, even if his post be the meanest. Then fancy to yourself, a man thoroughly qualified in his own estimation for all the duties of a leader, a man who was Premier of Canada, who humbled Sir John and his forces, who did more departmental work than any other Minister, because he had a Waterloo following his Austerlitz, degraded from the position of leader, and surrendering his position to a sulky subordinate. Depend upon it, harmony there can never be among the Grits—there lies in that body now a gulf that cant be spanned. It is a sickly combination doubly weak by being divided. I am told that Richard Cartwright hates and envies Mr. Blake. He has said, and it is well known, that so long as Mackenzie remained leader he Cartwright was satisfied, but he felt that he himself had prior claims to Blake; and though he had made a kind of outward show towards having Blake made the leader, he always felt, and still feels the injustice done himself.

I believe I left off in the midst of Mr. Blake's speech. This speech predicted like the coming of Donati's Great Comet has been here, and passed away, and nothing has been disturbed. The allegiance of no member has been shaken, the Opposition are no better off than before. Jealousy knows at Mackenzies' livers worse than the culture did at Prometheus'; the injured man throws cold water on the effects of the orators work. But Blake came armed with a great many facts, and a great many figures. They were in his hand a mighty sword, but unfortunately it was a two edged sword that cut his own party as it cut his opponents. He waxed eloquent when he spoke of unhappy Irishmen fleeing across the seas from the landlords rod to find here a scorpion; in this corporation to find a body without a soul—which saying he forgot at the time to credit to Daniel O'Connell. But I refer not now Sir to his plagiarism; but I do refer to his absurdity. I ask you and your readers, in the name of common sense what value will the lands be to this body without a soul, unless the said body sell them? And once sold surely then the landlordism with a scorpion attached will be at an end; of what then does Mr. Blake speak?

After Mr. Blake had finished and recovered the hand shaking and the curses not loud but deep of Cartwright and Mackenzie.

HON. H. L. LANGEVIN arose. Mr. Langevin did not rise to make rounded sentences, sensation padded, though he is a most brilliant rhetorician, but he merely stood up to offer a series of common sense objections to the rhetorical storm of Mr. Blake. He saw that Blake had raised a number of ghosts, that stood before the eyes of frightened members. Before he sat down he "laid" these.

The Hon. gentleman in a manner that showed he was master of his subject in a cool way traced the railway matter from its source down to the present, showing that it was a National work, one to which the Honor and the Integrity of the country are bound. Indeed it formed part of the terms of the entry into the Union by one member of the Confederation. Both parties had admitted this; both were committed to building the railway; and the modus was what he would then refer to; would show the means the Opposition had tried to adopt to build it; and would compare these means with the method this Gov-

ernment had just adopted. The country would have to pass judgment then.

Hon. gentlemen in the house were not bereft of memory, and they could therefore follow him a few years back. In 1873 the estimated cost of building the road was \$84,000,000; at that time the country was not alarmed. In 1876 the honorable gentleman opposite who were so heart broken over this contract, put the cost of building down at \$104,000,000!! This modest sum was to have been in part made up by 55,000,000 acres of land—not regarded in those days much of a monopoly at all; and Mr. Mackenzie felt proud and happy. Then there was no danger to the North West. Now the cost of building, the cost according to this hideous contract was \$78,000,000 and Mr. Mackenzie and Mr. Mackenzie's party are thunderstruck. The cost is made up in part by 25,000,000 acres of land to a Syndicate, a cruel crushing monopoly, that will make independence and freedom to wither under its Upas influence—a ten times, a hundred times more harmful and odious monopoly was it than would be the monopoly of Mr. Mackenzies FIFTY FIVE MILLION ACRES! The lesser number of acres, the greater the monopoly!!! (Applause)

But then Opposition seemed to come easy to the honorable gentlemen. They opposed the Grand Trunk, the Intercolonial Railways—and how could they be expected to approve of this even though their own word and honor, as well as the country's honor and bond were given to building the latter. They opposed the National Policy too; and the infallible leader of the Opposition had said he had nothing to retract from his last years speech. He read from Hansard extracts of a speech highly detrimental to immigration by the honorable gentleman. (Blake) But in spite of the honorable gentleman settlers would henceforth crowd in and the disturbed condition of Ireland would be our gain. Coming to Mr. Blake's objection against the selection of the Union Pacific as the standard, he contended that the contract meant the Union Pacific as completed. He had travelled ever it in 1871 at high speed and found it a good road. Its history showed few accidents. The Central Pacific and other roads had much higher grades than the Union Pacific. There were steep grades, but such would not be necessary on the Canada Pacific, owing to the lower elevation of the pass through the Rocky Mountains. The company owning and bound to operate the railway would build it thoroughly.

The exemption from duty didn't apply to iron rails, hence the company would use steel rails. If the Government had not allowed exemption from taxation they must have given more money to build the road.

Last year the Opposition complained that the country would be ruined by being compelled to operate the road. Now when relieved of it by the present scheme they were not satisfied.

The Northern Pacific had the right of way 400 feet wide, free of taxation, while the Syndicate were only allowed 100 feet free of taxation, and we did not want the Syndicate coming to us for more money. If we return to the scheme of last year, only the lands sold would be taxed. He argued it would be to the interest of the Syndicate to sell their lands, and once sold they would be taxed, and the country would not lose by the exemption. Any part of Canada where there was no railway would grant exemption from taxation if the railways could be obtained that way. If lands were now worth five dollars an acre the leader of the Opposition should apply that calculation to the fifty five million acres proposed to be set aside by the late Government. That would be \$275,000,000 the road would then cost. The country would judge favorably of the scheme as the best that could be got.

After reading from the contract the figures for the different sections he quoted from the speech by Mr. Blake last year as reported in Hansard. The Hon. leader of the Opposition had reckoned then that the cost of building the central section of the road would be \$42,500,000, while the ends would cost \$77,000,000, altogether about \$120,000,000. Now, when it was proposed to have the road completed for \$78,000,000 it was condemned as too much. He thought the truth of the matter was that the Opposition didn't want a railway; built at all. The interest of the company would be to build branch lines in order to procure traffic for their main line, but the same privilege was obtainable by any other company or corporation. The effect of those lines being built would be that the country would be filled up with settlers, and not only would the railway be benefited but the whole country would reap advantages. Another objection made by the Opposition leader was that there would be a monopoly given to the whole of the North West. He wondered how that could be if they had to recoup themselves soon by selling their lands, and again there were 250,000,000 acres of land in the North West, of which the company were only to receive 25,000,000 acres. According to the leader of the Opposition no Irish need apply in the North West. He (Langevin) refused to subscribe to any such doctrine. If Irishmen wished to leave their own lands to go anywhere else by all means let them come to Canada. The Leader of the late Government had declared his preference for Chinese labor.

Mr. Langevin's speech had an excellent effect. He dispelled every point set up by Blake, by logical and clear argument—and his cool and unlabored effort reminded me of the story in Holy writ, of Goliath going out and with his well chosen pebbles slaying the monster Goliath.