

# The Carleton Sentinel.

SAMUEL WATTS, Editor.

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NO. 12

## Select Tale.

### AN ARMY ON SKATES.

During the famous expedition of Louis XIV., this art of locomotion was used against the Dutch themselves in one of the most curious and daring exploits recorded in history. When the states sued for peace, the terms offered by the pride of Louis were so monstrous, that the people tore open their sluices, and laid the country under water. The frost after a time, however, rendered even this unavailing; and at length General Luxembourg, one dark and freezing night, mounted twelve thousand men on skates, and sent them over the ice from Utrecht to surprise the Hague. The result is given as follows by a writer who takes his facts from a French historian:—

"When they left Utrecht, it was clear frosty weather, and the effect of the moon and stars upon the even sheet of ice, over which they swept like a breeze, was truly magical. By degrees, as they advanced the visible horizon of earth was obscured by vapor, and they could see nothing around, above or beneath them, but a circular expanse of ice, bounded at the edge by thick gray clouds, and canopied by the stary curtain of the sky. The strange groaning sound which ever and anon boomed along the frozen wilderness, had at first something impressively terrific to the imagination; and as it died fitfully away in the distance, the space surrounding them seemed extended almost to infinity. The sky at length was gradually covered by the vapors rising, as if from the edges of the circle of earth; a veil of dull and lazy white spread over the heavens and obscured the stars; and a dim round spot of watery brightness was the only indication of the site of the moon, by which they could now steer their course. A rapid thaw had come on; their skates sunk deeper and deeper into the ice at every sweep; and at last, the water gathering upon the surface, as it was agitated by the night-wind that had now risen, assumed the appearance of a sea. The wind increased; the sky grew blacker and blacker; their footing became more spongy and insecure; they plunged almost to the knee; and the ice groaned and cracked beneath them. Every one looked upon himself as lost and the horrors of a fate hitherto untold, in story, and appearing to belong neither to the fortunes of the land nor of the sea, appalled the boldest imagination.

"At length a faint, twinkling light appeared in the distance, sometimes seen and sometimes lost in the varying atmosphere; and they had the satisfaction, such as it was of at least knowing the relative position of the place on which they were about to land, and what added bitterness to their misery, was the knowledge that beyond this fort was a dyke, which in all probability afforded a path, however narrow and muddy, by which they could have returned to Utrecht. The fort, however, was the gate to this avenue of safety; and even if they had possessed the requisite means of siege, if it was defended for a single day, they would either be swallowed up by the water, in the continuance of the thaw, or perish miserably through cold and fatigue. But anything was better than inaction. The water creeping insidiously around them was a deadlier enemy than stone walls or cannon-shot; and they determined at least to make a rush upon the immoveable masonry of the fort, and provoke the fire of its defenders. It is impossible to account for the result. It may have been that the sight of so large a body of men rushing in upon them, and as if from the open sea, their numbers multiplied, and even their individual forms distorted and magnified in the mist, struck a panic terror into the hearts of the garrison; while this may have been increased by the shouts of courage or despair, booming widely over the icy waste, and mingling like voices of demons with the rising wind. But however this was, the gates of the fort opened at their approach, and the hapless and half-frozen adventurers rushed in without striking a blow.

### Obesity.

We borrow the following curious cases of this inconvenient affection from an interesting book just published by M. Ferdinand Caniere, entitled "De la Medicine naturelle Indo-Malehe." "In a well-constituted adult the proportion of fat is not more than about a twentieth of the weight of the whole body; it may exceed that proportion to a certain extent without inconvenience, but it becomes a regular disorder when it reaches the proportion of one half. Individuals have been known to weigh from 600lbs. to 800lbs.; a man spoken of by Wadd had attained the enormous weight of 980lbs. An Englishman, named Bright, mentioned by Coe in the "Philosophical Transactions," weighed 616lbs. at death; at the age of ten he had weighed 140lbs. Bartholin mentions a child of that age who weighed 200lbs. Drs. Percy and Laurent mention a young German woman who at her birth weighed 13lbs.; in 6 months, 42lbs; at 6 years of age she could carry her mother and promised to become unusually muscular. At 20 she weighed 450lbs.; she measured 5 feet 20 inches in height. The circumference of her arms was 18 inches; she could carry 250lbs. in each hand, was active, and could walk for an hour without feeling fatigued. She did not eat more than an ordinary person: drank tea in abundance, and was remarkable for her good humor. In general, obesity is not accompanied with longevity; most fat people are of plethoric habit and the functions of the principle organs are always more or less impeded, which naturally causes various affections. M. Caniere's book contains various curious facts, and some useful hints, derived from his experience of the wonderful cures performed by the natives of Madagascar, who only use medicines drawn from the vegetable kingdom, and to whom bleeding, whether by the lancet or leeches, blisters, and cauteries, are unknown.—Galignani.

Sir William Brown, a pompous sort of a man being at a parish meeting, made some proposals, which were objected to by a farmer. Highly enraged, he said to the farmer, "Sir, do you know that I have been to two Universities?" "Well, sir," said the farmer "what of that? I had a calf that sucked two cows, and the observation I made was, the more he sucked, the greater the calf grew."

## Inter-Colonial Railway.

(Continued from our last.)

The Under-Secretary of State to the Lieutenant-Governor.

Downing Street 24th January 1863. Sir,—I have to request that you will acquaint Mr. Tilley with his letter of the 3rd instant, addressed to Sir Frederic Rogers, on the subject of the Treasury minute on the proposed loan for the construction of the Inter-Colonial Railway, and close a copy of this Department; and I enclose a copy of a Memorandum which I have received from the Secretary to the Treasury, on the points raised by Mr. Tilley respecting the mode of raising the loan and the priority of charge on the Colonial Revenues, which I trust will be satisfactory to him.

Mr. Tilley will, doubtless, communicate this information to his colleague, Mr. Howe; I have therefore not sent a copy of this paper to Lord Mulgrave.

I have, &c. (Signed) FREDERIC ROGERS. (In the absence of the Duke of Newcastle.) [Enclosure.]

With reference to the two questions raised by Mr. Tilley upon the stipulations embodied in the Memorandum relating to the proposed loan for the construction of an Inter-Colonial Railway, the Treasury considers that an answer should be sent to the following effect:—

1. Her Majesty's Government never contemplated acquiring a precedence over existing engagements of the Colonial Governments, whether for interest or principal; but the assent of the Treasury to the arrangement, as stated in Article V, pre-supposed adequate proof of the sufficiency of the Colonial Revenues to meet the charges imposed upon them, which charges would comprise not only the Civil List, and the accruing interest of any existing debt standing in priority to the proposed Railway Loan, but also any payment of principal standing in the same priority, which may fall due within the period at the expiration of which the Railway Loan is required to be fully liquidated, as well as the current interest and the decennial accumulation for extinction of principal, of the proposed Railway Loan.

No statement of revenue or liabilities which would afford this evidence has as yet been exhibited to Her Majesty's Government.

2. In the event of the proposed arrangement being carried into effect, the Treasury will not object to issue the Debentures, upon the precedent of the Canada Guaranteed Loan of 1849, under the hand of the Lords Commissioners, and to authorize a nominee of the Colony, for the investment in their joint names of the instalments remitted from time to time on account of Sinking Fund, provided such a course shall be deemed advisable by the Colonial Governments.

The Secretary of State for the Colonies to the Lieutenant-Governor.

Downing Street, 24th January, 1863. Sir,—I have the honor to transmit to you herewith a copy of a Memorandum which Messrs. Sciotte and Howland, the Delegates from Canada, of the Inter-Colonial Railway, have addressed to me on their departure from England.

I have, &c. (Signed) NEWCASTLE. To His Grace the Duke of Newcastle. The undersigned, representing the Government of Canada as Delegates specially deputed to arrange with Imperial Government the loan for the construction of the Inter-Colonial Railway, have the honor to submit to Your Grace the following Memorial:—

On the part of the Government of Canada, they most earnestly carry out the Imperial guarantee of the period of the negotiations, both by British Statesmen and by Colonial Governments, that the construction of a Railway connecting the British North American Colonies, ought to be regarded as a matter of Imperial concern, and to use the words of the late Colonial Minister, as a great National Road.

A brief review of the opinions expressed by public men, and of the views entertained by the different Governments of Great Britain and of the Colonies since 1839, is perhaps necessary now to explain fully the conditions proposed on the part of the Imperial Government, as well as on the part of the Colonial Governments.

In 1839, Lord Durham, in an answer to the Secretary of State for the Colonies, instructing him to turn his attention to the formation of a Road between Halifax and Quebec in connection with the determination of the Imperial Government to establish steam communication between the former Port and Great Britain, strongly recommended the construction of a Railway between the two Cities.

During Sir Robert Peel's administration in 1843, they caused a survey of a Military Road, but when nearly completed it was abandoned by the Imperial Government in favor of a Railroad.

In 1846, Mr. Gladstone, the Colonial Secretary organized a survey for the Railroad, at the joint expense of Canada, New Brunswick, and Nova Scotia, and the Imperial Government.

Major Robinson in his Report, expresses himself as follows, as to the nature and object of such a Railroad:—"In a political and Military point of view, the new settlement, and should be regarded as becoming a work of necessity."

"The increasing population and wealth of the United States, and the diffusion of Railroads over their territory especially in the direction of the Canadian frontier, renders it absolutely necessary to counterbalance, by corresponding means, their otherwise preponderating power."

"It is most essential that the Mother Country should be able to keep up the communication with the Colonies at all times and all seasons. However powerful England may be at sea, no Navy could save Canada from a land force."

"A weakness invites aggression, and as the Railroad would be a lever of power by which Great Britain could bring her strength to bear in the contest, it is not improbable that its construction would be the means of preventing a war at some more distant period."

The expense of one year's war would pay the expense of a Railway two or three times over. In 1848, Earl Grey, in transmitting the Report of Major Robinson to Lord Elgin, stated in his Despatch:—"I have perused this able document with the interest and attention it so well merits, and I have to convey to you the assurance of Her Majesty's Government, that we fully appreciate the importance of the proposed undertaking and entertain no doubt of the great advantages which would result not only to the Colonies interested in the work, but to the Empire at large, from the construction of a Railway; but great as these advantages would be, it is impossible not to be sensible that the obstacles to be overcome in providing for so large an expenditure as would be thus incurred, would be of a very formidable kind."

am prepared to go a step further in this direction, so confident am I that the mere undertaking of the work in question will tend to raise the Colonists from the dependency into which recent changes in the Commercial Policy of the Empire has plunged them—to unite the Colonies to one another, and to the Mother Country, to inspire them with the consciousness of their own strength, and of the value of the connection with Great Britain, which is their best security against aggression—that I would not hesitate to recommend that an immediate and considerable reduction should take place in the Force stationed in Canada, in the event of the execution of the Quebec and Halifax Railway being determined on."

In 1851, Lord Stanley in the House of Lords, reviewing the scheme propounded by Earl Grey, stated in a speech which was accepted by the Colonies as the expression of the opinions and feelings of the people of England:—"We hold, therefore, that the establishment of a line of communication between Halifax and Quebec, for a distance of about 700 miles through an exclusively British Territory rendering two points, and two points essential for the power of this country, which are now separated by a vast extent of wilderness on the one side, and by a difficult and for a great portion of the year, from coast on the other, rendering their communication from being what they now are,—most uncertain, most difficult, and most dilatory,—rendering it rapid, easy, and constant—that, he said, was an object in itself of primary importance to the interests and the Imperial power of this Country, on the Continent of America."

But it was also a matter of incalculable importance, that we should open to the teeming thousands and millions we were pouring out from this Country, where they were unable to obtain a livelihood, that we should open to them in a healthy climate and within a very limited distance from our own shores, which did not exceed a twelve day passage by steam—and the rapidity of that passage was every day increasing—it was of the highest importance whether we looked at it, as affording a relief for our pauperism, or an increase of our power in those regions, that we had eleven or twelve millions of acres of unoccupied lands, fertile and possessed of great mineral wealth, and which at the same time would be the means of extending our Military power and securing the permanence of our Empire in America. This was no ordinary case of a Railway project, where the question very properly might be, would the line pay or not? but it is a Railway which for the purpose of involving itself in sanguine expectations would pay, if they took into consideration not merely the traffic on the Railway, but the adjuncts they would raise by the formation of it. But he said if it would not pay one shilling for the £100 in a pecuniary point of view for the next ten years to come, the interest upon the loan, on an enormous and needless expense, but for the purpose of aiding with its credit, if not by more than its credit, those who were anxious to do the utmost of their power, and even beyond their power, not for a local, but for an Imperial object, this was subject to look with any more inoperative laws, the Imperial Parliament, and was not to be looked upon as a matter of Pounds, Shillings and Pence."

"Now he felt that to grant our aid was a wise, sound, and even an economical course in the end, even though in the first instance it would involve an outlay; and sure he was that it would confer a benefit on the Colony and bestow aid on its credit, those who were anxious to do the utmost of their power, and even beyond their power, not for a local, but for an Imperial object, this was subject to look with any more inoperative laws, the Imperial Parliament, and was not to be looked upon as a matter of Pounds, Shillings and Pence."

"And if the Noble Earl would only say one article he should be prepared to take any aid the Government would give any sanction and assistance for the execution of what these Colonies could not accomplish unassisted, although he believed a comparatively small aid on the part of the Government, or its liberal guarantee, for the capital required, on account of the guarantee they would be called upon to pay a single shilling, such an amount of assistance from the Government, he firmly believed, would enable the great work to be carried to a successful completion; and equally certain he was that unless our Government and our special officer to look after the matter."

On the 6th January 1849, the Legislative Council of New Brunswick passed a series of Resolutions, from which the following extracts are made:—"Viewing the relative positions of the North American Colonies, and the great importance, in a National point of view, of improving the facilities for mutual intercourse, we consider it a matter of Imperial concern, that the Colonies should be able to connect the Lower Provinces with the interior of Canada."

"We believe that no measure can be devised which will so certainly consolidate the Colonies, and perpetuate our connection with Great Britain, while without it, we fear, that our position as Colonies will be of short duration."

"We think the plain broad question on this subject is,—Do the people of England wish to retain the North American Colonies or not? If they do, the Trunk Railway is indispensable, and should be completed at any cost."

On the 1st May 1858, the Legislature of Nova Scotia addressed Her Majesty as follows:—"This great enterprise of National, no less than Colonial importance, has been through many years pressed upon the consideration of Your Majesty's Government."

"The benefits of the measure, both in its National and Colonial relations, are acknowledged."

"The gigantic work has been facilitated by the efforts and expenditure of the Colonies, but its accomplishment is beyond their unaided resources, and the assistance of Your Majesty's Government depends the great result."

[To be continued.]

A TOUCHING GIFT.—In a bale of promiscuous clothing recently received in Manchester for distribution among the distressed operatives, from some place, the name of which is not given, there was found a boy's Scotch cap. In the cap was a letter addressed "For an orphan, or motherless boy." On opening the letter a shilling was found enclosed and the following touching epistle:—"May the God of Heaven be true, I am a poor orphan, and was removed by an accident from this world to a better. A weeping mother's blessing be on the future wearer of her boy's cap."

## LEGISLATIVE COUNCIL.

Fredericton, March 12.

AMBERDEN.

A bill to erect a new parish in Carleton County, by the above name, was committed.

Some further discussion was had with reference to the rule of the house, and its suspension in the case, the bill never having been published. Hon. Mr. Odell urged strongly that this was a bill, from the peculiar nature of which publicity was demanded, and if in any case the rule of the house should be enforced, it should be in this.

Hon. Mr. MITCHELL was authorized to state that the people of the parishes interested were aware of, and satisfied with, the proposed division. The gentleman who had charge of the bill was not aware of the requirements of the rule, he therefore hoped it would be suspended and the bill agreed to—while at the same time he concurred fully with the opinions of hon. gentlemen who, under ordinary circumstances, would maintain the operation of the rule.

Progress was reported.

MOOSE BILL. A bill repealing the existing law for the preservation of Moose, and making certain provisions in lieu thereof, was committed.

The specific provisions of the bill we have before published.

Hon. Mr. SEELY: There seems to have been but little attention paid to laws of a similar nature which have been passed by the Legislature in former sessions, and in my opinion there will be just as little attention paid to this measure as has been to those.

Hon. Mr. MITCHELL: The object of the bill is to put a stop to the wholesale slaughter of that useful animal, the moose, which is now carried on in some districts of the Province. Hunters from the United States, and Indians from Canada, I am told, visit the head waters of the St. John and Restigouche, in large bodies, and make an indiscriminate slaughter of Moose for the sake of their hides, leaving their carcasses to decay in the woods. I have been told that within the last 16 months, some 2000 carcasses have been slaughtered in the districts referred to.

Hon. Mr. ODELL: If there has been such an extensive slaughter of Moose, I admit the propriety of putting a stop to it if possible, but I believe these very stringent measures are inoperative, and frequently defeat their own intentions.

Here the hon. gentleman read a petition from Mr. W. Lemont, asking for sundry reasons set forth, that the operations of the bill be confined to Carleton and Victoria.

Hon. Mr. RICE: It is correct the representation of my hon. friend (Mr. Mitchell) as to the depredations of Canadian Indians and American hunters. They live in the hunting localities for the greater part of the year, and destroy all the moose they can.

Hon. Mr. SEELY: I agree as to the evil complained of, but think it useless to burden our Statute Book with any more inoperative laws. The present law on this subject, it would seem, cannot be enforced. There is one feature of the present law preferable to the new bill; in the latter the killing of moose is not prohibited at any season of the year; by the law on the Statute Book from February to May the killing is prohibited.

Hon. Mr. HAZEN: I think the law now enacted should be equally disregarded.

On motion, the first section of the bill was read.

On motion of Hon. Mr. Mitchell, the vote was reconsidered.

Hon. Mr. TOWN: In view of the representations made by hon. gentlemen as to the destruction of moose, I am disposed to go for any measure to stop depredations; but some measure should be adopted to carry out the provisions of the law which is now violated in the very presence of the Deputy Treasurers. It might be well to appoint a special officer to look after the matter.

Hon. Mr. ODELL: The question seems to assume importance, and perhaps the present law might be amended so as more efficiently to meet the difficulty. But I would ask why no attempt has been made to carry out the laws? I find among the Justices of the Peace for Victoria County, the names, among other gentlemen, of my hon. friend Mr. Rice, and as he tells us he knew of these outrages being committed, I would ask why he has not enforced upon these men and herds the law enforced; and further, what guarantee have we that if this bill is passed, he and others will take any more decided steps toward having it enforced.

Hon. Mr. RICE: Surely my hon. friend would not wish me to start off on snow-shoes, and travel 40 miles to look after these people.

Hon. Mr. HAZEN: I am willing to give my vote for any remedial measure, but every winter we see here, in Fredericton, evidence, in the moose hides and carcasses exposed for sale, of the violation of the law, and their repeated violations cannot be entirely disregarded.

Hon. Mr. HAZEN: I think the present law much more concise and simple than the provisions of the bill now before us.

Hon. Mr. MITCHELL: The law is extremely loose and so framed as to make it no difficult matter to evade it; with this bill in operation it would be more difficult. As a matter of humanity toward the poor settler, and Indians, we are called upon to pass this bill, and thus preserve to them the moose for food.

Hon. Mr. HAZEN: This bill is identical the same as one which was before this House last session. All the arguments were adduced then in its favor, and nothing to alter my opinion that it is hopeless, the attempt to stop the destruction of moose by Legislative enactment. All the game laws we have ever had in force in the Province have proved failures.

Hon. Mr. SEELY: It is no valid objection to this bill, the fact that other measures of a similar nature have proved inoperative. I think the subject of great importance and this bill should be adopted, and a strong effort made to put a stop at once to the wholesale destruction of the moose. I like the suggestion made for the appointment of an officer to look after the matter. A wood-ranger or something of that sort.

Hon. Mr. HAZEN: I knew a party which went out on a hunting excursion this winter, and six moose in one day; now I consider under these circumstances, after the party had gone to the trouble of preparing for their excursion, it would be a great hardship had they only been permitted to kill two of the moose. Indeed it would be a hardship to prohibit a man from shooting a moose at any time he should happen to meet one.

Hon. Mr. WARE: I am opposed to repealing the law which now provides for the protection of moose during the breeding season. The difficulties in the way of enforcing this bill are unsurmountable. How is it to be shown that a man has only killed two moose? how easy it would be to evade the bill. It is necessary, try and amend the law, but we have now quite too many unenforced laws on our Statute Books.

TERMS of the CARLETON SENTINEL per annum, \$1.80, cash payment in advance. \$2 if paid within 6 mos. Clubs off \$1.50, and to the sender of the club, advertisement must be handed in on Thursday. At or immediately before the end of each unpaid year, bills will be forwarded to subscribers, and such bills may be regarded as an intimation that unless immediately attended to the paper will be stopped, and proper steps taken to recover the amount of \$3, which is the price when not paid within the year.

THE CARLETON SENTINEL.

SATURDAY, MARCH 21, 1863.

Editorial Correspondence.

HOUSE OF ASSEMBLY.

Fredericton, March 12, 1863.

REVENUE BILL. House went into committee in consideration of the Bill for raising a Revenue. Messrs. Costigan and W. J. Gilbert severally declined acting as Chairman. Dr. Dow took the Chair.

PROVINCIAL SECRETARY very briefly explained that this bill, without enumerating the various dutiable articles, re-enacted the present law with the exception of certain clauses, specifically referred to and by the present law, repealed. The changes proposed were first, in the article of wines; on these it proposed to charge, for wine costing \$2 and upwards, 30 cents per gallon; those between \$1 and \$2, 80 cents per gallon, and on those costing less than \$1, 30 cents per gallon. It also proposed to exempt from duty certain packages, cases, casks, kegs, &c., in which goods are imported. Of course the above mentioned duties are exclusive of the Railway impost.

Mr. ANGLIN expressed himself as opposed to specific and in favor of the substitution of ad valorem duties. He was favorable to a reduction of duty on the superior kinds of wines, and an increase on those of an inferior quality, with a view of keeping out the obnoxious and hurtful beverages.

PROVINCIAL SECRETARY said, the experience of Canada was that a great mistake had been made when the duties on wines were reduced in that Province.

Mr. BOYD was in favor of specific duties wherever it was practicable to impose such. He thought the "literary gentleman" who had just spoken did not know as much about the effect of ad valorem duties as he, did that gentleman he would not advocate the doctrine.

Mr. W. J. GILBERT complained that the Government had not, in preparing this bill, taken into consideration the claims for exemption from duty, a variety of raw materials necessary for the development of the various industrial interests of the Province. He referred, particularly, to the article of Pig Iron which, he contended, should be admitted duty free, while 3 per cent. might very properly be charged on Wrought Iron. In Canada and Nova Scotia, he said, pig iron was admitted free. He ventured these suggestions, and trusted they would be considered worthy the consideration of the House.

Mr. MUNRO said, there was no necessity for an abatement of the duties on pig iron as the various articles, particularly stoves, manufacture of pig iron, &c., were not now a duty of 18 per cent.

PROVINCIAL SECRETARY said, that on every article into which pig iron is manufactured there is a clear protection of 14 per cent over the foreign manufacturer. The duty on pig iron is only 3 per cent., and this he had never heard complained of by those engaged in the manufacture. On Bar Iron, which is used largely on ship's work, the duty was kept down to 2 per cent.

Mr. SMITH had a letter from a manufacturer in St. John urging the necessity of some alteration in the tariff. He thought it injudicious increasing the duties on any article. He considered it wrong that the Province should be tied down to and by the Railway impost, or that this should be regarded as entirely beyond alteration by the Legislature.

PROVINCIAL SECRETARY expressed surprise at these remarks as Mr. Smith had brought down and assumed the responsibility of the Railway impost act as a member of Government. He regretted that hon. gentlemen should seem so disappointed in finding that there was no more general increase of duties contemplated by the Government.

Mr. SMITH spoke warmly in favor of encouragement of domestic industry, and urged the exemption of the raw material used in the manufacture of cordage. He urged upon the Government that it should at once consent to relieve the articles referred to.

Mr. LINDSAY thought that if the principle of exemption was introduced at all, the article of Leather had stronger claims than Hemp, &c.; of this a large quantity, particularly sole leather, was imported.

PROVINCIAL SECRETARY said, the Government had had the subject under consideration and could not entertain the idea proposed of taking off the duties referred to. The raw material referred to was, now, only subject to the 2 per cent railway impost.

Mr. BOYD opposed the idea of taking off the railway impost in any case, to do so would only be to enter the wedge, and the consequence would be that innumerable applications of a similar nature would be made.

THE ATTORNEY GENERAL said, that the railway impost must be continued in order to maintain in good faith the contract entered into for the payment of interest on railway debentures. It was quite impossible in fixing the tariff to meet the views of different parties, and he trusted that from St. John there was a call for taking off duties on cordage material, grant this and presently from other sections would come the claims of other interests.

Mr. CUDIP approved of the change in the present law from the old law, although he did not entirely approve of the bill as a whole.

PROVINCIAL SECRETARY referred to the very unsatisfactory position of a member of Government representing at the same time a large commercial community like St. John—in which it was almost impossible to act consistently with the interests of all, without seeming to disregard some of those of his own constituents.

Mr. CUDIP moved an amendment making a change in the tariff on wines, this, on motion, was negatived, and the bill reported as agreed to without division.

DENOMINATIONAL GRANTS. Mr. BOYD moved his Resolution for withdrawal of denominational grants from schools. He claimed of the conduct of Government in not carrying out the directions of the House, expressed in a resolution moved by Mr. McMillan, passed last session. And asked if it was the intention of Government to over ride entirely actions and resolves of this House.

Mr. MUNRO said, it was useless talking about such a measure as this, until a general law adopting the taxation system was adopted.

PROVINCIAL SECRETARY said, Government had immediately taken the resolution referred to under consideration, and found that they possessed the power under the Constitution of the Board of Education, and had made such stringent rules as they conceived would tend to the results desired by the mover of the resolution referred to.

The question being taken the resolution was negatived. Yeas, 8; nays, 16.

SERVICE BILL. A Bill introduced by Mr. Stevens, the provisions of which are to enable fathers to recover for Seduction of Daughters away from home, when he has a constructive right to her service.

Mr. SMITH thought the bill a dangerous one. The knowledge of the fact, that the father had a right of action in case of her seduction, would tend, he feared, in some instances, to make the daughter reckless of her virtue, and she might, herself, go out and live away for the express purpose of enticing men.

ATTORNEY GENERAL, The Father might turn his child out of doors and she, destitute and homeless, might be seduced; the Father then, under the provisions of this bill, could recover and take the price of his daughter's shame, and leave her at the same time in her state of destitution.

Solicitor General said, they were not called upon to admit the contingencies referred to by the preceding speakers; but their duty was to protect, in every way possible, the daughter and her legal protectors from the machinations of blackguards, whose only aim was their own pleasure regardless of the misery produced in its gratification. He approved of the provisions of the bill.

Hon. Mr. STEADMAN thought the parent should have just the same cause of action when the daughter was living away from home and was seduced, as when she lived at home and was engaged, directly, in her father's service.

Mr. SMITH could not agree with the proposition, that in a case when the father had repudiated his daughter and her claims upon him, he should have claims as under this bill. Give her a right of action herself it might answer, or he would be willing to go for the bill if amended, so as to apply while the daughter was hired out by the father, and then seduced.

ATTORNEY GENERAL proposed to give the parent right of action till the daughter became of age, and after that let the right of action rest in herself.—Absurd to say that a woman arrived at age, beyond control of her father and the only sufferer herself, should not have the right of action herself.

Mr. BOYD afraid if passed it offered a premium on seduction; lead parents to put daughters into market for express purpose of making money out of it. Just like bill of last year, which offered a premium for bastardy.

Mr. LINDSAY sorry to think morality so low as to be passed by last session—surely no parent so lost to shame as to be guilty of such an act. I think might be confined to the time the child is under age, and while parent is natural guardian.

W. J. GILBERT strongly in favor of any right by which parent could be armed to protect child; and by which female virtue could be preserved.

Mr. STEVENS made a closing argument, explaining the bill, and its legal bearings in the light of the existing law and of precedent, and thereupon progress was reported.

The Report of the Adjutant General of Militia was submitted.

INTERCOLONIAL. Mr. ANGLIN asked if any despatches had been received with reference to the Intercolonial Railway. The Provincial Secretary said, no correspondence had been received; some letters had reached from the British American Association bearing on the subject. Mr. Anglin had read in Canada papers that Mr. Sciotte had stated in the presence of that Province, that despatches had been received from the British Ministry, but that terms proposed by the British Ministry, had not been received and considered perfectly reasonable.

Attorney General stated that Mr. Sciotte must be misreported, as private information from member of the British American Association had been received, which conveys no such information as that which the Government had received from the British Ministry, but that the Attorney General stated that the Government was in session of some information which it was desired the House should have. Attorney General said the House that all desirable information was submitted at the proper time, and the subject open to the fullest and most complete investigation—whether by bill or resolution. Mr. Smith was natural that the House should be anxious to know when the subject would be brought before the House, which had now been in session for some time. Hon. Provincial Secretary said, the subject had been somewhat delayed owing to negotiations on between this Government and that of Nova Scotia on the subject. To show that no communication could have been received by the Government, he had telegraphed to Mr. McMillan, enquiring on the subject, his answer was that information had been received.

MEMBERS ARREST. House went into committee on a Bill of Piv's which provides that members shall be liable from arrest at such periods as such arrest, terms with his duties as a Representative, and only a special of the property qualification of the law. Any duly qualified elector be qualified to serve as a Representative. On section there was but little discussion, and, on 17th, yeas 22—Messrs. McPhelim man being the minority.

Mr. SMITH was opposed to the repeal of the property qualification. He thought the property qualification was quite low enough. He thought, should have some stake in the land. Mr. McPhelim supported the measure.

Under the present law, no matter how many claims, or superior the acquirements, a deprived of the privilege of sitting in the House, merely because he has not a certain amount of property. Mr. Stevens protested as calculated to sap and undermine the House, which was said to take from the House, and was favorable to the House from arrest, and its abrogation and visions of this bill would lead to innumerable. To remove the property qualification be to open the way to universal suffrage farward to that good system under which we have now.

There were very few of the members of the House, and the House was not in session. Mr. Stevens was not in the House, and the House was not in session.