Parliament of Canada.

SENATE.

OTTAWA, March 16.

APPURTENANCE TO THE SENATE.

The Speaker took the chair at three o'clock, and stated that the following gentlemen had been summoned to the Senate:—Mr. Devere, of St. John, N.B., who declined the appointment; Mr. Glazier, of Sunbury, N.B., in place of Mr. E. B. Chandler, who declined the appointment; Mr. J. R. Benson, St. Catharines, in place of Mr. Ferguson Blair, deceased.

Mr. BENSON, who was present, was sworn in and took his seat; he was introduced by Messrs. Campbell and Mitchell.

TEMPERANCE.

Senator FERRIER presented a petition from the Montreal Temperance Society, expressing the gratification of the signers at the closing of the bar in the Parliament Building, and expressing the hope that said bar would not be reopened.

GOVERNMENT BILLS.

Senator CAMPBELL introduced a Bill respecting public inquiries by commissioners, concerning other matters; also a Bill respecting aliens and naturalization.

On motion of Senator CAMPBELL, the Officers' Security Bill was read a second time. This Bill, he explained, was for the extension over the whole Dominion of the provisions of the Act hitherto in force in Quebec and Ontario.

On motion of Senator CAMPBELL, another of the Bills in force in the late Province of Canada—that concerning commissions and oaths of office—made applicable to the Dominion of Canada, was read a second time.

The Senate then adjourned.

HOUSE OF COMMONS.

OTTAWA, March 16.

The SPEAKER took the chair at 3 o'clock.

ROBINSON ROUTE.

Several petitions were presented, praying for the adoption of the Robinson route for the Intercolonial Railway.

RUINERY.

Mr. JONES (North Leeds) inquired as to the action of the Government in dispensing with the services of officials who had been connected with the management of Ordnance and Indian Lands before these were transferred to the department of the Secretary of State.

Hon. Mr. LANGEVIN stated that in reorganizing the Department the Government had practised all the economy that was consistent with the efficiency of the public service. They had dispensed with the services of ten or eleven permanent and temporary clerks, and two messengers, making a saving of about nine thousand dollars.

INTERCOLONIAL RAILWAY.

Mr. JONES (North Leeds) inquired whether it is the intention of the Government to proceed with the construction of the Intercolonial Railway, while Nova Scotia through her Legislature persists in the repeal of the Union; and if so, whether it is the intention of the Government to have the eastern terminus of said road at or near Truro.

Sir JOHN A. MACDONALD replied that it was the intention of Government to carry out in good faith the agreement made at the time of the Union between the Province of Canada and the Maritime Provinces touching the construction of the Intercolonial Railroad, which was also provided for by the Act of Union which formed a part of our constitution, and which was also provided for by a law passed during the present Parliament. It was the intention of Government to proceed with the work, and to make Truro the eastern terminus, as provided in the Railway Guarantee Act.

Mr. MACKENZIE asked whether the Government have adopted a route for the Intercolonial Railway.

Sir JOHN A. MACDONALD—The Government have not yet adopted a route, but expect shortly to do so.

RECIPROCITY TREATY.

In reply to Mr. Bourassa,

Hon. Mr. ROSE stated that Government had not yet taken any formal steps with reference to the renewal of the Reciprocity Treaty, but were fully sensible of the importance of the matter, and would not cease to embrace every feasible occasion to advance the interests of this country with respect thereto.

ACCOUNTS WITH NEW BRUNSWICK.

Mr. CONNELL moved for a statement of accounts and moneys paid between the Dominion and the Province of New Brunswick from 1st July to 1st December last.—Carried.

EAST MIDDLESEX ELECTION.

Mr. MACKENZIE moved to refer the petition of John Nixon and other electors of East Middlesex, complaining of the violation of the law by the clerk and deputy-returning officer of the township of London, during last election, to the Committee on Privileges and Elections.

Sir JOHN A. MACDONALD—State what are the allegations.

Mr. MACKENZIE—Complaint was made, in the first place, that the clerk of the township—who also happened to be one of the candidates at the recent election—had placed on the roll a large number of names of parties who were not entitled to vote. The complaint was made in the regular way before the County Judge, who struck some eighty names off the list; but the deputy-returning officer, in defiance of the statute, admitted the parties thus struck off to vote.

Sir JOHN A. MACDONALD—There is no petition affecting the seat of the sitting member.

Mr. MACKENZIE—No.

Sir JOHN A. MACDONALD—It is only against the conduct of the returning-officers I think the motion is a fair one.

The motion was then agreed to.

ABDUCTION OF ALLAN MACDONALD.

Mr. MACKENZIE moved an address for correspondence regarding the abduction of Allan Macdonald from the township of Moore by United States officials. He said he had observed, with the last week or so, a statement in the public prints that this case had been decided by the United States Government, repudiating the action of their officials, and that the British Minister at Washington while accepting the apology made, had declined to accept the release of the prisoner, on the ground that he had violated the revenue laws, and that the apology offered was all that was desired by the British Government. He (Mr. Mackenzie) could scarcely believe that the representative of Her Majesty at Washington, could deliberately have chosen to return a British subject to a U. S. prison for what, though an offence against society, was not usually regarded as a criminal act. He moved for the correspondence to ascertain how far these statements were correct.

Sir JOHN A. MACDONALD—Will you allow the motion to stand till to-morrow?

Mr. MACKENZIE—Certainly.

The motion accordingly stood over.

INTERCOLONIAL RAILWAY.

Mr. JONES (North Leeds) moved an address for all correspondence with the Government, respecting the location and construction of the Intercolonial Railway, since the 3rd December, 1867.

Sir JOHN A. MACDONALD—Will my hon. friend let that stand till to-morrow?

Hon. Mr. HOLTON thought there could be no harm in having just now a little discussion on the question raised by this motion. He confessed he was somewhat surprised when, a few minutes ago, the Premier informed the Member for Lambton that the Government had not yet determined the location of the Intercolonial Rail Road. He recollected well when in December they were urged to give immediate passage to the Intercolonial Railway Act. The urgency of the Government was based especially on the obligation they were under in good faith to the British Government, and the Lower Provinces, to determine and submit to the Imperial Government the route to be pursued by that railway. And now they found themselves at the end of three months without this preliminary step having been taken. He thought the leader of the Government should take this, the earliest, opportunity of giving the House and the country the fullest possible explanations as to the reasons which had led to the extraordinary and unexpected delay.

Mr JONES (Leeds) said the general feeling of the Province of Ontario, so far as he had been able to ascertain it, was this—that the Intercolonial Railway was undertaken only as one of the conditions of the union with the Maritime Provinces, and that if the union was not to last, it would be wrong to carry out this condition, and incur an expense of twenty-five million dollars, one half of which the people of Ontario would pay without deriving any advantage, directly or indirectly, from the construction of the road. He considered that if Nova Scotia went out of the Union, the compact would be broken, and the obligation to construct the Intercolonial would no longer be binding, although he a great deal that if the Union continued the railway should be built.

Sir JOHN A. MACDONALD said, though unfortunately there was a feeling of dissatisfaction displayed in the Province of Nova Scotia, with regard to the union or the mode in which it was carried, that was no reason for not proceeding with the construction of the Intercolonial. Such a step would be a justification and excuse for increasing the dissatisfaction of Nova Scotia. The Government—and he was sure the people of old Canada and New Brunswick—deeply regretted that that feeling should exist; but they would fain hope and believe that as they became better acquainted with each other, that dissatisfaction would decrease, and that the sumption of wrong which had obtained would be diminished by justice and equity being exercised by this Parliament towards every portion of the Dominion, and that before long the feeling of dissatisfaction would disappear, and that all would be satisfied to be united in one Dominion, under one Parliament, as they were now loyally united under one Queen. His hon. friend must see that it would not be the best mode of arriving at this conclusion to deal with the question of proceeding with the Intercolonial as one still open for discussion. He could appreciate the feelings of some of the people of Nova Scotia. It had always been the case with such unions at the commencement that they had been accompanied by a considerable feeling of dissatisfaction. The majority of the people of Scotland at the time of the union with England were exceedingly dissatisfied with the measure, and it was only by the perseverance of the British Government in a course of equity and justice, and kindness, and generosity to the people of Scotland that at last, though by slow degrees, and after very many years, the people of Scotland became reconciled to the loss of their ancient independence; and not the least prosperous part of Her Majesty's Dominions was the ancient Kingdom of Scotland, and her sons were found everywhere in positions of trust, a much wider field for their ambition being now open to them than if Scotland had remained a separate country. He trusted to see the same result with regard to Nova Scotia, although he hoped the period of its dissatisfaction would not be so long protracted as in the case of Scotland. Meanwhile he thought in the highest degree undesirable that they should contemplate as a possibility so great a misfortune happening as would be the severance from this Dominion of one of its provinces, and it was quite clear that if the other provinces repudiated the obligation they voluntarily undertook as to the construction of the railway, it would be a justification to Nova Scotia to continue the agitation with greater intensity, on account of the breach of faith with which they would be able to charge us. He considered it to be the duty of the Parliament and Government of Canada to carry out to the letter and in the spirit every promise they had made, and then there would be no justification, looking at it from our point of view, in the desire of any portion of the people of Nova Scotia to secede from the Union. With reference to the remarks of his hon. friend the member for Chateauguay, he denied there had been any breach of faith in postponing the decision as to the route. The Imperial Act required that within six months of the Union preparations for the construction of the road should be made, and this Parliament had fulfilled that obligation by passing the necessary legislation during the first part of this session. As regarded the route, he had stated that this Government would decide upon a line or lines, and submit them to the Home Government, the question had occupied the anxious attention of this Government, both on account of the importance of the work and from the fear of the occurrence of any mistake, which if once committed could never be repaired. The matter also was one with regard to which there was a great diversity of local interests, and local feelings, and the Government had been overwhelmed with pamphlets and newspapers, and communications pressing upon them the arguments in favour of one route or the other. These had to be carefully weighed before a final decision was come to. He might say, that a majority of the members of the Government had felt that they had not information enough, and further information was being obtained at this moment by competent engineers.

Mr. JONES (Leeds) said the position of Scotland, with reference to the union with England, was quite different from that of Nova Scotia, with reference to the present union. Scotland after the union had no legislature of its own, but Nova Scotia had still her legislature, and spoke through that legislature, and there was no use in our ignoring the fact that Nova Scotia was moving as one man against the union. Further, in the case of Scotland, there was no expenditure of $25,000,000 involved as in the present case.

Hon. Mr. CARTIER, in reply to Mr. Jones, contended that if there was one Province more interested than another in the building of the Intercolonial, it was the great Province of Ontario. The more prosperous Ontario was, the more necessary was it to her security that she should have an outlet to the sea. The American Secretary of the Treasury could at any time by a customs regulation deprive Ontario of the benefits of the bonding system, or deny transit through American territory; but if the Intercolonial Railway was built, the American Government would never perpetrate the folly of taking such a step, the effect of which would merely be to deprive the American railways of the trade of Ontario for the benefit of the Intercolonial.

Mr. CONNELL, who was very imperfectly heard, was understood to contend that the construction of the Intercolonial must be proceeded with as an act of justice to New Brunswick, to which the building of that Railway was as much a condition of the Union as it was to Nova Scotia.

Mr. STUART CAMPBELL, as one of the representatives of Nova Scotia, did not regret this discussion. He believed the dissatisfaction unhappily existing in Nova Scotia would be allayed, when it was understood there that what dissatisfaction had been brought up in this Parliament as a reason why the Intercolonial Railway should not be proceeded with. There was no question in which the people of Nova Scotia took a deeper interest than in the construction of this great work. As one of the representatives of Nova Scotia he had entire confidence in the Government that they would discharge their duty in this matter with as much expedition as was consistent with a proper location of the line.

Mr. BLAKE pointed out that the Imperial Act did not require, as the Premier had stated, that the Act of this Parliament should be passed within six months of the Union, but that they should pass an Act for the commencement of the road within six months, and for construction without intermission, and completion with all practicable speed. He did not think the Government had carried out the duty imposed on them, either in its letter or spirit.

Sir JOHN A. MACDONALD said he would leave to grammarians the question as to the precise construction of the sentences referred to. He would say, however, that in point of fact something had actually been done in New Brunswick towards the construction of the road.

Mr. MACKENZIE said, whatever differences of opinion there might be as to the grammatical construction of the sentence of the Act which had been quoted, there could be no difference as to the statement of the Government in the early part of the session, that it was absolutely necessary then to pass the Bill. When some gentlemen required further time for discussion and consideration, the Government urged that the immediate passage of the Bill was necessary, not merely in order to comply with the letter of the law, but to enable them to make a commencement; and it was chiefly for this reason that the Bill was hurried through, he thought without sufficient consideration, by this House. That was one of the reasons assigned for refusing members a voice as to the location of the railway. He thought there must be some other reason than the Premier had alleged for delaying the decision as to that question.

Hon. Mr. HOLTON—What can it be? (Laughter).

The motion was then allowed to stand till to-morrow.

BANK SHAREHOLDERS.

Mr. MACKENZIE moved for a return of the shareholders in the several banks of the Dominion.—Carried.

INTERCOLONIAL RAILROAD.

Mr. MACKENZIE moved an address calling for the names of Mr. Eglesons appointed in connection with the Intercolonial Survey; the instructions issued with regard to the survey of the route and other particulars regarding the instructions given such Engineers.—Carried.

Hon Mr HOLTON said the leader of the Government had previously announced that the minority of his colleagues desired more information on this subject before acquiescing in the decision of the majority, and as the Government had acquiesced in the last motion, it followed that those Engineers had been appointed to get the very information required by the minority to enable them to come to a conclusion. It would, he thought, be desirable to supplement the information made by the leader of the Government a little ago by informing the House as to the character of the information which the minority desired, the extent of it, the time likely to be consumed in obtaining it, and when it might be reasonably expected the Government would be in a position to determine the location of this road.

Sir JOHN A. MACDONALD hoped honourable gentlemen opposite would allow the Government to proceed with due deliberation and caution in the matter. (Laughter).

DOMINION STOCK.

Hon. Mr. HOLTON moved that a statement be laid before the House, showing the amount of Dominion stock sold, the names of the purchasers, and the rates obtained, and showing also from whom, for what amounts, and at what rates unaccepted tenders were received.

Hon. Mr. ROSE did not think it would be wise to publish the names of those whose tenders had not been accepted.

Hon. Mr. HOLTON did not want the return at all, unless it included the rejected offers. He thought the hon. gentleman managing the finances was bound to render Parliament a full statement in relation to this stock.

Hon. Mr. ROSE argued that there would be strong objections in the country to publishing the names of those holding this stock, and there would be still more objection to publishing the names of such as had made offers which were not accepted. It would be extremely ill-advised to inquire into the private affairs of individuals unless there was a politic object for doing so. He knew that the names of bank shareholders were published, but for the very obvious reason that they were liable to the public for double the amount of their stock in the bank, and hence the necessity for the publication of their names, with the amount of stock held by each; but the holders of the Dominion stock held it as a person might hold mortgages or other form of security, and their private business should not be published. The rule was a good one, that Parliament should not pry into the affairs of individuals or corporations, unless it were necessary for the public interest. With the exception he had noted he had no objection to the motion.

Hon. Mr. HOLTON inquired what was the English practice with regard to public loans. His impression was that such returns as now asked for were made.

Hon. Mr. ROSE quoted from Parliamentary practice to show that even to ask the names of persons holding stock, such as this Dominion stock, was held to be a most unusual proceeding.

Hon. Mr. HOLTON said that the statement just quoted had reference to stocks, not to loans.

Hon. Mr. ROSE maintained that it came to the same thing. The objection was to giving to the public the names of those taking the stock.

Hon. Mr. HOLTON explained that he did not want returns of the transfers made from time to time with a view of showing the present ownership of the stock. What he wanted was a full account of the loan. It was an experiment, a successful one—one in which he had had a share in sustaining as the best policy for the country; and now he desired to see fully the manner in which what loan had been carried out. If the hon. gentleman was opposite persisted in his objection, he (Mr. Holton) would allow the resolution to stand as a notice of motion.

Sir J. A. MACDONALD said that to obtain the names of the present stock holders and publish them would be an undue and unjustifiable interference with private rights. It was quite clear to him that it would be wrong, as he felt it would to give the names of the owners of Dominion stock, on 15th March, it was equally wrong to give the names of the owners on the 25th January. The evil would be the same in the one case as in the other, and one result of it would inevitably be that people would be prevented from investing in this fund. The mover had in his (Sir John's) opinion made out no case, and he could not see what advantage the motion would be to any one unless to satisfy the curiosity of somebody.

Hon. Mr. HOLTON still believed it to be of importance that the information sought should be obtained, and he hoped it would not be refused. The country wanted to know how this loan had been managed. There was some inquiry for instance as to whether an extensive monetary institution in the country had not made an offer for a large amount of stock on a considerable discount in the first place, and subsequently agreed to take it at par or something like it. The fullest information was in fact desirable, and so far from feeling himself bound to make out a case, he thought hon. gentlemen opposing it were bound to make out their case. The resolution was ultimately allowed to stand as a notice of motion.

STRATHROY POSTMASTER.

Mr. MACKENZIE moved an address for copies of correspondence regarding the appointment of Mr. Soden as Postmaster of Strathroy, and his dismissal from that office.—Carried.

ANNUAL DRILL FOR 1867.

Mr. POPE moved an address for copies of correspondence between the Volunteer officers and Adjutant-General or Assistant-Adjutant-General, respecting the Annual Drill for 1867.

Hon. Mr. CARTIER said the Government had no objection to this motion, and all correspondence on the subject would be given to the house. He might state that before long the volunteer force would resume their drill as formerly. In reference to a question formerly asked by the hon. member on the same subject, the Government were not in a position to answer until the vote of credit had been passed by the House in the first part of the session.

Mr. POPE accepted the explanation as satisfactory. On a former occasion, when he had inquired as to whether the volunteers would be called on to drill this year, he had been curtly answered by the Government that they had the matter under consideration. As he had made the inquiry in the interest of the volunteers, he thought the same information just given might have been given at the outset. As the object of the motion had been answered, he would now withdraw it.

Hon. Mr. CARTIER, in reply, stated that his remark, as noticed by the member for Compton, had been wrongly interpreted. No other answer could have been given at that period, and no discourtesy whatever was intended.

Mr. ROSS (Prince Edward) expressed his satisfaction with the Government statement regarding the volunteers.

The motion was then withdrawn.

LATE ELECTIONS.

Mr. BLAKE moved an address for copies of all warrants, orders, &c, connected with the issue of the writs for the late elections for Huntingdon, Montmorenci and Restigouche.—Carried.

Mr. BLAKE also moved that an order of this House do issue for copies of all the orders, &c, for the late elections in the above named constituencies.—Carried.

THE NORTH-WEST TERRITORY.

Hon Mr. HOLTON inquired whether any answer had been received from the Imperial authorities to the Address of both Houses of the Canadian Parliament on the subject of the annexation of the North-West Territory to the Dominion. That Address framed in the terms of the Union Act which fulfilling nearly about three months ago, and he took it that in that period some communication relative to it must have been received by the Government of the Dominion. He could not imagine the Imperial Government would treat both Houses of the Canadian Parliament with so much contempt as to withhold for so long a period an answer to a communication of such importance.

Sir JOHN A. MACDONALD said he had been engaged in preparing the motion for the issuing of the writ when the hon member rose to speak. Seconded by Hon. Mr. Cartier, he (Sir John) would move that a writ do issue for the election of a member to represent the County of Lincoln in this Parliament in place of Mr. J. B. Benson, who has been appointed a member of the Senate.—Carried.

The house then adjourned.

NOTICES OF MOTION.

The following notices of motions have been given:—

Mr. Mills—That the members of the several Local Legislatures be supplied with copies of papers and documents of the Dominion Parliament.

Mr. Chamberlin—Address for copies of all instructions issued by His Excellency to the Lieutenant Governors of the Provinces in the Dominion.

Mr. Masson (Terrebonne)—Copies of all correspondence between the Imperial Government and the Government of the late Province of Canada since February, 1863, on the colonial military expenditure and military defence of the late Province of Canada; and between the Imperial Government and that of the Dominion since July 1st, 1867, on the same subject.

Dr. Parker—Address for copies of any representations addressed to His Excellency by members of this House, respecting the mark of Royal favour which Her Majesty has been pleased to confer on them, and of all despatches on the same subject to and from Her Majesty's principal Secretary of State for the Colonies.

Mr. McCarthy—Address for the return of steamboat inspectors in Quebec and Ontario, names, duties and salaries; number of vessels inspected by each, and their tonnage; the contingent expenses paid by the Government to the said inspectors; the whole from 1866 to the present date.

Mr. Mills—For copies of all correspondence between the Government of the late Province of Canada and Great Britain, and the present Government of Canada and Great Britain, with a view to claiming co-operation from the Government of the United States for property destroyed in Canada by the hands of marauders, publicly armed and organized in the United States.

Mr. Mills—For copies of correspondence between the Governments of Canada and the States with reference to the rendition of the leaders of the Fenian invaders of Canada.

Mr. Mills—For copies of all correspondence between the Canadian Government and Secretary of State for the Colonies, or other of Her Majesty's Ministers, with reference to the acquisition by Canada of the North-West Territory and Prince Rupert's Land, since 1st December last.

Mr. Blanchet—Inquiry whether it is the intention of the Government to replace the steamer *Victoria*, lost when returning from Havana more than a year ago, and to rebuild the steamer *Advance*, of which the services are required for placing and removing buoys, and for conveying supplies to the lighthouses in the Lower St. Lawrence and the Gulf.

Hon. Mr. Holton—That a statement be laid before the House showing the amount of Dominion stock sold, the names of the purchasers, and the rates obtained, and showing also from whom, for what amounts and at what rates unaccepted tenders were received.

Mr. Connell—Address for the names and number of Post and Way Offices in New Brunswick, stating the counties separately, the number of offices in each county authorized to sell internal revenue stamps on the 1st March last.

Mr. Connell—Inquiry whether an Act to impose duties on promissory notes and bills of exchange, assented to December 21, 1867, is construed to impose a duty on notes and bills of exchange under the sum of $24

Mr. Pope—For a special committee to inquire into and report on the best means of protecting hemlock timber from the destruction caused by those manufacturing extract of hemlock bark; for a return showing the amount of legal-tender notes redeemed in gold during the first twelve months of their circulation; inquiry whether it is the intention of the Government to continue to allow the formation of military organizations within the Dominion for the defence of foreign powers.

Latest from Europe.

PRINCE OF WALES' PROPOSED VISIT TO IRELAND.

NEWS FROM ABYSSINIA.

PRINCE NAPOLEON IN PRUSSIA.

PUBLIC ASSEMBLIES IN FRANCE.

(By Atlantic Cable).

LONDON, March 15.—The Prince of Wales will visit Ireland during the Easter Holidays. It is intimated the occasion will be signalized by Royal Proclamation, granting partial amnesty to political offenders in Ireland.

Despatches received here last night from Abyssinia, state that Gen. Napier was about to send out a reconnoitering party to Lake Ashangee, in the Tigre district. The Pasha of Egypt showed no disposition to withdraw his forces from Abyssinia, as requested by the British Government. On the contrary, the Egyptian camp at Massowah had received considerable reinforcements from the north.

BERLIN, March 15.—Prince Napoleon, after a series of flattering entertainments, given here in his honour, has departed from this city on his return to Paris. His visit to Germany has given rise to many surmises and rumours, and is extensively commented on by the Press, but the object of his mission has not been divulged. His reception everywhere in Germany has been most cordial.

PARIS, March 15.—The Corps Legislatif was engaged last week in the discussion of the new law in relation to the holding of public meetings, which was introduced by the Government. An important and comprehensive amendment to the Bill has been offered by the liberal members. It proposes to remove all restrictions from the right of the people to meet in public assemblies when and where they please.

CITY NEWS.

DISORDERLY HOUSE.—Elizabeth Carroll, Margaret McGann, and James Daly, were yesterday respectively fined $50, $20, and $100, or from three to six months in gaol, for being inmates of a disorderly house at the head of Dummer street. Catherine Addison, arrested with the others, was discharged.

THE ONTARIO LITERARY SOCIETY—Will meet this evening in the Mechanics' Institute. Mr. B Jones will read an essay entitled "Thoughts on the *Life* and Genius of De Quincy;" and the subject—"Should the *Alabama* claims be allowed," will be discussed.

POLICE COURT.—Three parties were fined from $2 to $5 for assaults. Four drunkards were fined $3, and one $2 or 20 days in gaol. Mary Watson, a notorious nymph du pave, was fined $3 or 30 days. The aggregate of the fines imposed yesterday, if paid in full, (which is not at all likely), would amount to more than $200.

TRADE SALE.—We direct attention to the advertisement of Messrs. John Boyd & Co., with regard to their trade sale on the 8th April next, and trust it will be as complete a success as the one held by them last fall. These sales are good for the commerce of the country, and should receive from business men such encouragement as they undoubtedly deserve.

SNOWSHOE RACE.—Mr. George Massey, President of the Toronto Snowshoe Club, won the Toronmesh Cup at Montreal, on Saturday last. The cup, which is valued at $200, is offered for competition to all Canada, barring the Montreal Club, and is to be won for two consecutive years—distance, two miles. On this occasion, Mr. Massey won by 200 yards, the time being 17 40, over a very wet and heavy course. The same gentleman has run his two miles inside of fourteen minutes.

ASSAULT.—Richard Duggan, a well known disorderly character, was arrested yesterday afternoon by Police Constable Brackinridge, for disorderly conduct and drawing a knife on a man named John Kee, cave taker of the Canada Company. The prisoner had just left Liken's Hotel, where he had also behaved in a disorderly manner, (being partially intoxicated) and almost the first man he met after coming out being Kee, he knocked him down without a word. Rising the other drew a knife on him, but fortunately did not succeed in doing any further harm.

SUSPICION OF LARCENY.—Robert Hall was arrested about noon yesterday by Detective Sheehan, on a charge of robbing the Silverthorn post-office, somewhere on the line of the Northern Railroad. The prisoner was about taking the Great Western Railway train when arrested, and actually in quited of the detective in position as a mode of starting. The polite detective, of course, immediately supplied the necessary information, and thus gained time to take a better look at his customer, whom he shortly afterwards recognized, by description, as the man he was looking for.

The Globe.

TORONTO, TUESDAY, MARCH 17.

BREWERY RETURNS.

At length the Brewery Returns ordered on motion of Mr. Oliver last session, have been printed and distributed. As we had understood, the names of the brewers are suppressed, and the breweries are designated by numbers. This device, of course, renders the returns comparatively useless, though persons possessed of some local knowledge may possibly make something out of the returns for a particular district. There is good reason for saying that this suppression of the names is intentional. Twice the Legislative Assembly of the late Province of Canada ordered the returns, and they were not made at all. Some one took the responsibility of disobeying the order of the House. When the motion for these returns was first made in the House of Commons, Sir John A. Macdonald declared that they ought not to be granted, and argued stoutly in favour of keeping them secret. When the motion was renewed, Mr. Howland spoke for the Government, and declared that there was no objection to the motion. Had it been discovered in the meantime that the returns might be so made as not to give the information desired? It certainly seems so. At all events, they are so prepared, and the information so long sought in the interest of justice and of the honest brewers is still withheld. In whose interest is all this trickery about the brewery returns? We trust the inquiry will not be abandoned, but that another motion will be made for returns in such form that when it is complied with, the information sought will be obtained. The Government has been allowed to trifle with Parliament long enough.

As there has been so much discussion about the brewery returns for the county of Waterloo, we give the returns from that county for the fiscal years 1864-5 and 1865-6.

Brewe-ries.	1864-5. Gals.	Duty.	1865-6. Gals.	Duty.
1	9,216	276 48	9,216	276 48
2	1,152	34 56	1,152	34 56
3	7,104	213 12	10,960	328 80
4	.....	.....	.....	.....
5	.....	.....	.....	.....
6	2,240	67 20	2 720	81 60
7	4,816	138 48	6,240	187 20
8	4 704	141 12	5,152	154 56
9	8,064	241 92	8,288	248 64
10	.....	.....	.....	.....
11	.....	.....	.....	.....
12	.....	.....	.....	.....
13	2,304	69 12	.....	.....
14	6,720	201 60	7,840	235 20
15	.....	.....	.....	.....
16	2,106	63 18	1,970	59 10
17	.....	.....	.....	.....
18	.....	.....	.....	.....
19	.....	.....	.....	.....
20	.....	.....	.....	.....
21	5,568	167 04	9,792	293 76
22	.....	.....	3,046	91 38
23	.....	.....	10,800	324 00
24	.....	.....	4,376	41 28
	35,694	$1,619 82	78,852	$2,356 56

The numbers opposite which there are no returns represent breweries that were not in operation during the years in question. The returns for 1866-7 are given, but they are put down in the returns for the Guelph district, and mixed up with the returns for the County of Wellington—so that they cannot be separated except by those who have access to official records. It will be seen by the table given above, that the largest amount of beer returned by any brewery in the county in either of the two years named, was less than 11,000 gallons, or less than 350 barrels. But the evidence taken by Messrs. Godson and Romaine proved, if it proved anything, that there are two breweries in that county each of which produces about three times that quantity of beer annually. That is a large discrepancy, and one which certainly warrants further inquiry. The indifference of the authorities to these palpable irregularities in the excise returns is very remarkable and very censurable.

SEVERE STORM.

BUILDINGS UNROOFED AND BLOWN DOWN—ONE MAN KILLED—SEVERAL INJURED—HEAVY DAMAGE TO PROPERTY.

Yesterday morning this city was visited by one of the severest storms experienced for some years. The season—as much of it as had already passed—was marked by a peculiar record of heavy snow storms, and gave us a taste of winter in its Siberian fierceness; but yesterday added more serious evidences of fierceness, and its visit has bereft one family of its head. The storm threatened about 8 o'clock a.m., and at that time heavy rain clouds, surcharged with electricity, obscured the sun, and in every section of the city rendered the use of gas necessary. Half an hour afterwards the storm burst in all its fury, and without exception, its virulence was the most excessive that any persons accustomed only to life in a temperate climate could picture. The morning had changed from a bright sunlight to an ominous darkness. Furtive flashes of lightning—instigant premonitors of the grand pyrotechnic display—threw a weirdlike light into apartments from which the sun's rays had been withdrawn, and conveyed a vivid premonition of what was to follow. But imagination could barely conceive the change, as it developed itself in a hurricane of the most violent proportions. The lightning had subsided into occasional flashes—the wind, until now blowing a gale from the east, veered suddenly round to the south-west, increasing in strength as it neared this point, and then for about five minutes blew its fury as if all the avenues of heaven were charged with one mission—the destruction of earth. Its fury was excessive, while at this point of the compass and but for its equally sudden return to the west, the damage, serious as it is, would, in another five minutes, have been counted at thousands a second, and in all probability, have added many more sacrifices. Stout fences tottered and fell in all directions, and not only fell, but made the debris itself a picture of solidity as compared with their ultimate fate. Houses were unroofed, and, in many instances, blown down, and in the ruins of one of these an unfortunate being lost his life. North of Queen street, the damage is not so serious, and in the vicinity of Spadina avenue north, the University or the north eastern section of the city, its presence was also marked by a blinding hail shower. The vicinity of the Queen's wharf, the railway sheds and docks seemed to have received the shock in its most destructive mood, and the result has been a destruction of innumerable sheds, and like structures in all directions. Among those destroyed is a woodshed belonging to the Grand Trunk Railway, and adjoining the Round-house on the Esplanade. This fell with a crash, burying in its debris a man named McKenzie, who, when found a few minutes afterwards, was dead, having been killed by the falling timber. The deceased was about 50 years of age, and during a long term of service in the Company's employment, had been known as a man of industrious and frugal habits. He leaves a wife and several children to lament his fate. This fatal accident gave rise to various other rumours of a like kind. Only in this instance has a fatal result followed its visit.

At the Queen's Wharf, a short distance from the last mentioned scene of destruction, the repairing shop of the Grand Trunk Railway, a brick building about 150 feet long, was torn and shaken in the most surprising manner by the combined efforts of the storm and the lightning. A flash of lightning struck one of the walls immediately before the hurricane had reached the height, and rent the building in several places, and even turned one angle on its base inside. The wind completed the work of destruction and left the building a tattered wreck. Several men were at work repairing the engines at the time, and one of these, seeing the gaps made in the walls of the building, rushed underneath the engine for protection. In a moment he saw the heavy mass rise from its place and roll over on its side. One or two men were injured by the falling bricks, but none seriously. In the eastern section of the city the Grand Trunk also suffered much damage by the destruction of a brick building erected for a freight house, but last summer fitted up by the Company to house emigrants. This was a large brick building of two stories in height, but uncompleted. It is a complete wreck, being almost levelled to the foundations. The Northern Railway Station at the foot of Brock street shared in the general destruction, though not to the same extent. The western gable of the freight shed was stove in with a crash, and the timber scattered in all directions. Thousands of feet of lumber from the yard were carried into the bay, and half an hour after the storm the spot assumed a strange contrast to the tidy appearance it usually presents. Further east the gale left traces of its presence in heterogeneous masses of timber, shingles, roofs and fencing, lying in the strangest positions, and apparently having undergone the most surprising transformations. A new two story frame building on Front street west was blown to pieces, not a vestige of it remaining entire. The roof of a neat and substantial shed on Wyatt's Wharf, foot of Bay street, was first raised up and then crushed through the sides of the building. Nearly opposite this, the roof of the paint shop connected with Messrs. Jacques & Hay's furniture factory was torn off and strewed the yard in all directions. Still further east along the esplanade a wreck of immense magnitude was observable in Miles' coal yard, near Yonge street. A building about 200 feet long, used as a coal store-house, had the roof removed in one entire piece to a vacant lot adjoining, and there it rested, as evenly as if placed in position by human agency. A large portion of the sides were carried away, leaving only the upright posts as evidence of the storm. An employee in the yard had just left the building a moment before the accident, and was once hit by an aerial plank at the time soaring in the most inexplicable manner skyward. The chimneys of the Rochester House, on the north side of Front street, were blown down and partially entered the roof.

The Bay Street Canada Presbyterian Church (Rev. Dr. Jennings'), suffered considerable damage. Two of the pinnacles, forming part of the tower, were blown off and took separate directions through the roof for the body of the edifice. The holes made by their intrusive visit will entail a cost of about $200 to repair. St. John's Church, in the western section of the city, also suffered some damage, but not to any great extent.

On King street, the destruction of signs and similar insignia will prove a source of profit to painters and carpenters, and a thought in this direction, while viewing the dilapidations, disturbs the antediluvian proverb, "It's an ill-wind that blows nobody good." A large sign board at Messrs. J. E. Smith & Co.'s establishment, Church street, near King, and extending on both fronts of the building, was, with one of the chimneys, hurled into the street. A close board fence around Mr. Smith's residence, Church street, was also smashed to pieces. The pedestal over the belfry of the St. Lawrence Hall, and supporting the flag staff, was found in the street after the storm subsided. The belfry also received a severe shock and is insecure.

At the new gaol, a large square ventilator, covered with slate, was raised from its base and landed in the yard below.

In addition to these, every section of the city within the limits indicated, present more or less the evidences of the severity of the storm. Trees in many places were uprooted, or left but remnants of their former selves, while fences are but melancholy and gaping evidences of what they once were. Taking it altogether, the storm was a severe one and deserves the record made as one of the worst bequeathed to us by 1868. Its effect on our citizens was various, but more than one conjectured themselves, we imagine, like a woman on Mellinda street, named Hardier, who in the midst of the aerial war, fancied herself at the end of time. The poor woman regained composure to ascertain that she still remained in *corpore firmo* as it was, but as illustrative of the severity of the storm, no better incident can be recorded.

SPECIAL TELEGRAM.

FRESHET ON THE THAMES.

CHATHAM, March 18.

The water subsided on the Thames on Saturday about four feet, but has raised again today. Mr. McKellar lost large quantities of sawn lumber and saw logs from his mill, about four miles down the river. Mr. Robb, Lowe of Kent mills, Chatham north, lost a large quantity of cordwood, and had other property damaged. Rutlass' hotel was flooded, and the water subsided, but they no sooner got the mud and ice cleared from the lower story than it is again inundated this morning. The high water on Friday left large quantities of ice on the streets, some pieces weighing two or three tons. The water is still rising. The ice has partly moved from the mouth of the Thames, which relieves the Great Western railway track. Trains will commence running this afternoon regularly.

A CASE OF DROWNING.

LONDON, March 16.

A girl named Anne Orr, aged fourteen, daughter of Mr. Robinson Orr of this city, was drowned in the Thames on Sunday afternoon. She was sitting on a fence on the river edge reading a book, and suddenly growing dizzy she fell over into the stream. The body has not yet been recovered.

MURDEROUS OUTRAGE.

PRESCOTT, March 16.

A murderous outrage was perpetrated on the Grand Trunk train going west on Saturday night last, when about three miles above Prescott. A drover named Sykes, from Canton, N. Y., was enticed to leave the car in which he was sitting to join a party in the smoking car. When he reached the platform of the first mentioned car, the man who invited him out closed the door behind them, and held it fast, and just at the same moment another man came out of the smoking car, and held the door of that fast, while a third who had concealed himself jumped up from the steps, and presenting a pistol at the head of the drover, demanded his money and his ticket. The drover being in fear of his life delivered up both, and was then told by the robbers that he must jump from the train. This he refused to do, whereupon they pushed him off, cutting his head to make him let go his hold of the railing. The train was going at a rapid rate at the time he was thrust off. Sykes lay where he fell till he was found next morning by the trackmen, in an almost senseless condition. He was at once removed to the nearest house, and medical assistance was called: his injuries are very serious, and he lies in a precarious condition. No clue to the perpetrators of this shocking crime has been found.

STORM AT WINDSOR.

WINDSOR, March 16.

A heavy thunder storm commenced here about 9 a.m. to day, and ceased about noon. No damage done. All the Great Western Railway trains running as usual to-day.

FRESHET AND