

the price attached to the railway lands. Any company undertaking to construct this road must largely depend upon the sale of the lands. Suppose a company had fifty million acres and the Government an equal amount. If the Government gave free homesteads or put a mere nominal price on this land, that held by the company would be worthless, for the raising of money. As to this price of \$2.50 an acre being excessive the result of running a railroad into any tract of country had always been to increase enormously the value of the land alongside of it. The cost of transporting the produce of one acre fifty miles without a railroad, was \$12, and by rail, \$4. There was, therefore, a saving of \$8 on every acre to the farmer. So to run a railway alongside a man's farm, raised the value of that land at least \$100 an acre. By referring to the sales of land by the Union Pacific and other American railways, hon. gentlemen would see that the Union Pacific sold, in Oct. 1872, 20,657 acres for \$99,000, or an average of \$4.50 an acre. In July \$640,000 was realized by sales, giving an average of over \$4.25 an acre. So this company were selling at a very much larger price than that fixed for our lands. We might, therefore, conclude that \$2.50 was not excessive. We could not help feeling surprise at a company claiming to be the strongest ever organized in the Dominion, declining to associate with the other company because they found they would be overruled by it, the weaker of the two, as alleged. If the Interoceanic was as strong as was asserted, and if the hon. gentleman from Toronto (Mr. Macpherson) was wholly influenced by those patriotic motives which, he pretended, guided his company's course, he should have amalgamated at once; and being the stronger, he could have controlled the other, and preserved both from American influence or supremacy. He (Mr. McLellan) hoped this resolution would be voted down, and the information flashed across the ocean that this House was not disposed to meddle with the legislation created last year, so that the hands of the Pacific Railway gentlemen in England might be strengthened, and their success assured. (Cheers.)

The House then divided on the motion, which was lost.—Contents, 15; Non-contents, 37.

The House then adjourned.

THURSDAY, May, 1

The SPEAKER took the chair at 3 p.m.
On motion of the Honorable Mr. CAMP

BELL, seconded by the Honorable Mr. Aikins, it was

Resolved, That the pay list of the officers and servants of the Senate, and the papers which accompanied it, presented to this House by the Honorable Mr. Campbell, on Friday the seventh day of March last, be referred to the Select Committee appointed to examine and report upon the contingent accounts of the Senate for the present session.

The Honorable Mr. CAMPBELL introduced a bill intitled: "An Act to amend the Acts respecting the inspection of steamboats."

OATHS BILL.

Senator BUREAU said that when he had asked the Government yesterday whether they had advised His Excellency to give the Royal assent to the Bill respecting the examination of witnesses before Committees of Parliament, the Hon. Postmaster General had replied that this question was designed to elicit the secrets of the Privy Council, and to infringe on the liberties of the Crown. He (the speaker) had in his hand the authority on the subject, which said that the Government were responsible to Parliament for the advice given to the Crown. It was also stated that the Crown could authorize the Ministry to give such information, so that his motion of yesterday was quite in order, and he begged to repeat the same question to-day.

Senator CAMPBELL said he understood yesterday that the hon. gentleman's question was to elicit from the Government what advice they intended to give the Crown.

Senator BUREAU said that was not the effect of his question of yesterday, but what advice they had given—that the House had a right to know.

Senator CAMPBELL said the hon. gentleman should have given notice of his question, so that he might have had an opportunity of consulting his colleagues in order to ascertain if they were at liberty to give the information asked for.

MISSING THE MAIL.

Hon. Mr. PRICE asked whether the Allan mail steamers are not obliged to remain in port till all the Canadian mails made up for them are on board? And how it happened that the English mails closed at Quebec on the 21st and 28th March last, *via* Portland, were not waited for by the *Prussian*, and the following steamer?

Hon. Mr. PRICE complained that owing to the failure of the mails to reach the steamers many merchants in Quebec lost