McKENZIE (East Middlesex) was peaker. He gave an account of his experience, and said that no less a an the Postmaster-General had been fere with his election. He con hat this was a most unwarrantable , the more especially as the House ons was in session at the time, and leman should have been attend-

RAY said that he had always rerespect the statesmen chosen by to lead their Governments, no what politics they might be nis national pride in the statesmen ntry, it had been peculiarly offenm on hearing an embryo statesman ouse attempt to vilify the character f the greatest statesmen Canada had The name of Sir John Mac ald go down to posterity with and veneration when the name of the nan who had attempted to exalt v his attack would have sunk into e thought that the mover of thead. ferred to Sir John as the arch Ontario, was not sincere in his deand did not intend to be taken as In another part of the speech he John Macdonald in selecting the nd best men the province had prowas not inspired by enmity to the ut of his desire to give her the best be the head of the Government. ouse adjourned at 10.15.

TORONTO, Feb. 1. DEBATE ON THE ADDRESS. te on the Address in reply to the m the Throne was resumed by ELPS (West Simcoe). He said all in his power to advance the omposing the great Confederation. exception to the charge that the overnment were responsible for de e settlement of the boundary ques-e maintained that the Government John Macdonald purposely delayed the award so that the Opposiight carry the elections of 1879. might expect nothing but rebellion. Streams bill, and it would be passed until Ontario got the power to adminits own affairs. Speaking on the pestion he said that the complaint en made of Government officials that had shown partisanship. He admitted hen there were three or four hundred

s it would be singular if they were not, NEELON, who on rising from his a the Ministerial side was received

nd applause, said that he had been

ed as an independent member for the county of Lincoln, and would give his in an independent manner. He would

THE BOUNDARY QUESTION, which there had been a great deal of il and trouble. It was a question in his opinion, should have been led long ago. (Applause.) It would have settled long ago if common sense had railed and the settlement had not been to lawyers. He had supported the Govent for the past three years in the count that the award of the arbitrators ld be carried out. In the year 1881 the bject, but in 1882, probably because he question should be settled by Council. In all instances he voted for overnment, as he saw no reason why ward should be carried to the Prive nation upon which the arbitrators deand the two Governments having ted to the arbitration they should have by it. At the recent election contes riding he had stated that he would ort the Government because he thought views on the Rivers and Streams bill on the veto power should be sustained : en he came back to the House he d that the Government had fallen right ith the views of the Opposition ne boundary question. (Hear, hear.) House had consequently lost two on this question. He did not stand why the Government should have the course they had. On that side of ase he now stood alone, for he still that the award of the arbitrators be carried out. He did not think was right that the Government should fallen in with the views of the Opposi-He had been placed in a very queer on, and he was sorry for it, but he had k at this question from an independent view. He would like to sustain the Government, but he did not like to any Government when he thought they had made

MOVE IN THE WRONG DIRECTION. rs.) He took what was a common view of the matter. He next touched ducational matters. In the session of nade themselves conspicuous in educamatters, and they did not seem to be ied with the manner in which school ers were conducted. When he came to ase a little over a year ago he called these gentlemen, who took an active in the discussion of educational matters, id: "I understand that there will be thange proposed in the allowance to tate Institutes, and that the grant will nced. Would you be so kind as to o the office of the Minister of Educaout it?" They said they would rather

RATHER A CRITICAL TIME TO GO. aid, "Why?" They replied that it was he eve of an election. He was compelled re to go alone. He called upon the Minister of Education and told him that were some changes in educational which ought to be made. He ined the Minister that he understood that osed to reduce the grants to the ate Institutes, and he thought this legiate Institutes were doing more than it was contemplated they should ind that it must be stopped. He told nister that it would be better to raise cation of the Common schools to the ard of the Collegiate Institutes, abolish Upper Canada College, and let the lars go direct to the University. He ct in writing, but the hon, gentleman sed to do so, saying that even pers of the Government did not know ogramme. He thought that this action very selfish on the part of the Minister, was prevented in consequence ing himself upon these matters until they been brought before the House. Speaking he License Act he said they had no trought he took care by having a marries on the board that there should rvative on the board that there show o trouble-(cheers)-and everything was ied on in a harmonious way. (Renewed

ir. McKAY asked the indulgence of e as he was a new member, and unable Continued on Fifth Page,

DOMINION PARLIAMEN

FIFTH PARLIAMENT --- SECOND SESSION.

THE SENATE. OTTAWA, Jan. 30.

DIVORCE BILL Mr. KAULBACH moved, seconded by Mr. Dickey, that the bill for the relief of John Graham be read a second time on Friday, 15th February, instead of on Thursday, 14th Feb-

ruary. Adopted.

OTTAWA, Jan. 31.

REPORTS BROUGHT DOWN. Sir ALEX. CAMPBELL laid on the table a report of the contracts entered into with the C. P. R. since last session; the report of the Queen's Printer for 1883; the report of the Secretary of State for 1883, and the names and salaries of all who had been ap-pointed to or promoted in the Civil Service during 1883.

AN ADJOURNMENT. Mr. McKAY moved, seconded by Mr. Read, that when the House adjourn to-morrow it shall stand adjourned until Wednesday, 13th of February, at 8 p m. The motion was carried on division.

> HOUSE OF COMMONS. OTTAWA, Jan. 29.

BILLS INTRODUCED. The following bills were introduced and read the first time.

To incorporate the pilot service between Quebec and Montreal, Mr. Amvot. To grant certain powers to the Commercial Cable Company, Mr. Rykert. To amend the Act incorporating the Ocean Mutual Marine Insurance Company, Mr. McDongall.

Respecting the Grand Trunk Railway Company of Canada, to enable them to consolidate and rearrange their capital, and for other purposes, Mr. Curran. THE INDIANS.

Sir JOHN MACDONALD-I beg leave to introduce a bill entitled, "An Act for conferring certain privileges on the more advanced bands of the Indians of Canada, with a view to training them for the exercise of municipal At present everything connected with Indians and their self-government is done in council, where they met and discuss matters, the chief having the principal In some of the more advanced powers. communities the Indians are civilized to all intents and purposes, and it thought that there should be such something more than the mere formal council, where they cannot speak authoritatively. The bill is tentative to a considerable extent. It provide that in such Indian communities as the Governor-in-Council thinks fitted for the operation of this Act, the Indians should meet on a certain day to elect six counsellors, and these shall elect a chief counsellor, who would be called a reeve among white communities in ()ntario, and they shall have the power given to the chiefs under the present Indian Act, and also contain additional powers for arranging among themselves for the improvement of their re-

The bill was read a first time.

MANITOBA SCHOOL LANDS. Sir LEONARD TILLEY moved the House | SALE OF LIQUOR IN THE NORTHinto committee to consider a resolution to authorize an advance out of the consolidated revenue fund to the Province of Manitoba in aid of the public schools therein. He said:— It will be in the memory of many members of the House that some three years ago a proposal was made to Parliament, and acc by them, to make an advance of \$10,000 a year for three years to assist the Government of Manitoba to provide means for the education of the youth of that province. The first and second payments of \$10,000 a year were made time, but as the year was specified in the Act the time within which the third payment was due expired before it was paid. It was there fore thought advisable to come to Parliament and ask them not only to authorize the payment of this \$10,000, but also advance for 1881-2 and for 1882-3 \$15,000 for each of the two years to assist the Government in the expense of education. It is proposed that the Dominion Government shall receive 5 per cent. per annum on these advances until they are refunded out of the proceeds of the sales of school lands. Government have accordingly assented to this proposition, and they submit it to the

Mr. BLAKE thought that when a propos tion of this kind was made by the Government, based upon negotiations with a Pro-vincial Government, it was the duty of the Government to bring down the papers which contain the basis of the negotiation.
Sir JOHN MACDONALD said that under

the Dominion Lands Act the Government advertised a public sale some two or three years ago. Some of the lots advertised were claimed by private parties who had settled upon them, not knowing they were school lands, and the circumstances were such as under the Act gave them certain inchoate rights. In addition to that was a communication from the Government of Manitoba to the effect that they did not consider it an expedient time to put these lands upon the market. In consequence of these two difficulties the sale was postponed. Under the Dominion Land Act of that day a doubt arose whether or not parties entering upon school lands had not certain Those individual cases were now being judged by the officers of the Department and the law was so amended that by no possibility could there be any claim set up for mere occupation as against the right to have the lands sold by public auction to the highest bidder.

The resolution was reported from the com-

CARIBOU COUNTY COURT. Sir JOHN MACDONALD gave notice of a resolution to provide a salary of \$2,400 for a County Court judge for Cariboo district, British Columbia. He stated that the British Columbia Government had urged that five county judges be appointed, but when Alexander Campbell went to toria last year he arranged that for the present there should be but one county judge, and it was the salary of this judge, who was to be located at Cariboo, that the House was to be asked to provide. The motion passed.

A BOUNTY ON IRON. Mr. BLAKE moved for copies of correspondence on the subject of bounty on manuacturing of iron.

The motion was adopted. FISHING IN ONTARIO.

Mr. MULOCK moved for a return of all regulations in force under the Fisheries Act, prohibiting fishing in waters in Ontario. He stated that an order-in-Council had been passed prohibiting fishing in any waters in Ontario without license. Several persons had been fined under this order. He understood, however, that the department did not ntend to enforce this regulation to the letter, in view of which he though the Government should give instruction to its officers in ac-The motion was carried

The House adjourned at 4.20 p.m.

OTTAWA, Jan. 30. FIRST READINGS.

Bills for the incorporation of the Vaudreuil and Prescott Railway Company and the Halifax Steam Navigation Company were read a first time, as were also bills for the repeal of the Liquor License Act of 1883, and the better prevention of fraud in connection with patent rights.

CANADA PACIFIC RAILWAY. Mr. BLAKE asked which are the clause the Canadian Pacific railway statutes under the authority whereof the Government made the arrangements of 26th October and 7th November, and executed the agreement

Sir LEONARD TILLEY read the opinion

of Mr. Courtney, Deputy Minister of Finance, that the borrowing powers of the Government were spread over several Acts, but for convenience were brought down each year in its Supply bill. By the Supply bill of last session the Government had power to borrow for general purposes the sum of \$19,-676,443. This amount on June 30, 1883, by savings bank deposits and other causes had been reduced to \$18,280,234. The amount of principal mentioned on the agreement with the Canada Pacific railway represented \$975,000 half-yearly for ten years, or \$15,942,645, and so far as that amount was concerned, the Government of Canada had acted quite within its borrowing powers. In addition to the powers to borrow already mentioned the Government could borrow in four ways. First, by the issue of debentures; second, by the issue of Dominion stocks; third, by terminable annuities; fourth, by the issue of Dominion bonds. It could borrow either altogether by one of these modes, or partly by one mode and partly by another. In addition to this, by clause 3 of the Supply bill, the Governor--Council had power, as the exigencies of the public service required, to raise temporary loans in certain cases. He might add, with reference to Mr. Courtney's opinion, that, as regarded the acceptance of the securities from the Canadian Pacific Railway Company for the different payments, the overnment made the arrangement trusting to the support of Parliament as the case was

rgent.
Mr. BLAKE asked on what day the sums of money and securities mentioned in the order in-Council of 7th November, 1883, were paid to and deposited with the Government and charged with the sums mentioned? In what bank or banks was the money paid? Was an instrument creating a charge on the postal ubsidy and transport service charges executed, and when?

Sir LEONARD TILLEY said the deposit receipt of the Bank of Montreal, Ottawa, was dated November 16th, 1883, and was for the sum of \$8.561.733 and a further sum of \$148.-507, being the equivalent of interest at 4 per cent. upon \$15,942,645, for 85 days, from August 17th to November 10th. The Government purchased £825,000 sterling exhange of New York upon England. to the large claims made by the Canada Pacific Railroad Company from the ex-peditious manner in which they were onstructing the road, he was obliged to make a temporary loan of £200,000 sterling to eet their demands. Out of the exchange of £825,000 a temporary loan of £196,200, bearing nterest at six per cent., was to be paid back and \$3,000.000 were deposited in the Bank of Montreal at four per cent. interest. In espect to the postal subsidy, a proposal had n made by the company and it was emdied in the agreement.

NORTH-WEST TIMBER LIMITS. Sir JOHN MACDONALD, in answer to r. Jackson, said he was not aware that the Government had sold to an American syndicate, or to any other syndicate, person, or persons, since the 1st of March last, a tract of land or timber limits in or conven-ient to the Bow River country in the North-West, but the Government had eases in certain timber berths in the North-West during last summer by public tender and they were awarded to the highest bidder in each case. Some of these berths were acquired by lumbermen doing business in Eau Claire, Wisconsin.

Mr. BLAKE moved for copies of all despatches and correspondence on the subject of the issue of licenses or permits for the importation of liquor into the North-West Ter

ritories.
Sir JOHN MACDONALD said he believed there had been a great deal of improper licensing in the past in the North-West Territories, but the practice of bringing in several quantities under the same per been stopped. As a further limit to the issue under the authority of the Act passed at that of these licenses a tax was now imposed on

The motion carried.

THE AGRICULTURAL INTERESTS Mr. GIGAULT moved the appointment of select committee to enquire as to the best means of encouraging and developing the agricultural industries of Canada, and to make a report thereon to this House. He pointed out that a committee could collect valuable information, which would be of great alue to the agricultural interest, and would also aid the other industries. In Washington every effort was made to disseminate in formation. The same effort should be made

Mr. FOSTER seconded the motion. He pointed out that we were in the matter of agriculture in keen competition with our outhern neighbours, who made it a point by ureaus and other means to distribute agricultural information. If we desired to be the front rank in the race, we should do at least as much for our farmers as did the mericans. (Hear hear.) The motion was carried, and the committee composed of Messrs. Gigault, Orton,

Fo ter, Bain, Massue, Landry, Benoit, Fisher vine, and McDougald. ADMINISTRATION OF AFFAIRS IN THE NORTH-WEST.

Mr. CAMERON (Huron) moved for copie fall minutes or resolutions of the North-West council sent to the Government on the subect of the administration of affairs in the The motion was carried.

NORTH-WEST SETTLERS.

Mr. CAMERON (Huron), in moving for copies of departmental regulations respecting the withdrawal from homestead and pre-emption of all lands known as town reserve a Regina, Moose Jaw and other places, said he made the motion chiefly with the view of eliciting from the Government an exposition of its policy as regarded persons who had settled on the lands not open for settlement. He knew a young man who had settled near Moose Jaw. The lands were withdrawn, the surveys being incomplete for some reason or other, and he was about to move away and leave his improvements, but he (Mr. Cameron) recommended him not to do so. his opinion being that the Government would deal fairly and considerately with him, (Hear, hear,)

Sir JOHN MACDONALD-1 do not believe any one person has been ejected on the town sites, or on the mile belt. The claim of every person there will be examined and adjusted upon its own merits. Of course it is a matter no consequence to the Government or to the Department of the Interior whether A or B gets any special lot, If the party who settles on the lot has a legal right that right will be maintained, if he has an equitable right. I do not mean merely an equitable right as understood in law, but in a moral sense. That equitable right will be respected.

The motion was carried. The House adjourned at 5.20.

OTTAWA, Jan. 31. METHODIST UNION. Mr. TAYLOR presented several petitions. praying that the legislation asked for regardig the proposed union of the Methodist Churches be not granted.

O. P. R. RATES. Sir HECTOR LANGEVIN, in reply to Mr. Blake, said no tariff of rates had been proposed by the Canadian Pacific railway ce last session, when the tariff was laid before the House. PUBLIC BUILDINGS AT AMHERST.

Sir HECTOR LANGEVIN, in reply to Mr. Lister, said the tender for the erection of public buildings at Amherstburg had been let to Patrick Navin, of Amherstburg, for \$17,900, that being the lowest tender. There were five tenders in all. . The successful tenderer had given the required security by making a deposit of 5 per cent. of the amount

FISHERIES EXHIBITION. Mr. FORTIN moved for copies of the

of 8th, 9th and 10th November with the Canada Pacific Railway Company, laid on the the commissioners of Canada attending it. He gave a review of the progress made in the fisheries industry in the Dominion, and pointed out its importance as a branch of the trade and commerce of the country. Up to the time of holding the recent exhibition in London very little was known in regard to Canadian fisheries abroad, but the exhibit made there by the Dominion had placed her in the front rank, and would prove of materal benefit to our trade in fish in the markets

broad. Hon. Mr. McLELAN said that owing to the ill-health of the Chairman of the Commission the report had been unavoidably delayed, but it would be brought down at as early a day as possible. It was very gratify-ing to him to know that the exhibit made by anada had been satisfactory to the people, and especially to those who had opport seeing the specimens exhibited. The motion was carried.
The House adjourned at 4.35.

OTTAWA, Feb. 1. CANADA PACIFIC RAILWAY LOAN. Sir CHARLES TUPPER laid on the table the papers connected with the applica-cation made by the Canada Pacific Railway Company for an advance of money to secure the earlier completion of the line; also the letter of Mr. Stephen on the subject, the report of the Minister of Railways to the Council, and a copy of the order-in-Council on

MANITOBA SCHOOL LANDS. On motion of Sir LEONARD TILLEY the esolutions with respect to the advance to the rovince of Manitona in aid of public schools herein was concurred in.
Sir LEONARD TILLEY then introduced bill founded thereon, intituled "A bill to authorize a further advance to the Province f Manitoba, in aid of public schools therein."

The bill was read the first time

BRITISH COLUMBIA JUDGES. The House resolved itself into a committee n the resolution to provide salary and traveling allowance for a judge of the Circuit Court of Cariboo, British Columbia. The resolution was adopted.

Sir JOHN MACDONALD introduced a ill founded on the resolution. SAILING MASTERS' CERTIFICATES. Mr. BLAKE enquired under what authorty of the law Collectors of Customs were reently instructed not to enforce the proviions of the 7th and 8th section of 46 Victoria, chapter 28, respecting certificates to masters and mates of coasting and inland vessels.

Mr. McLELAN—The law of necessity. KINGSVILLE HARBOUR.

Sir HECTOR LANGEVIN, in reply to Mr. ister, said the contract for Kingsville harbour has been let. The contractor is George J. Wilson. The contract price is \$33,500. There are no sureties, but we have his deosit, which is five per cent. of the amount of

COLCHESTER REEF LIGHTHOUSE. Hon. Mr. McLELAN, in reply to Mr. Lister, said tenders for the Colchester reef lighthouse were publicly invited. We received seventeen tenders, ranging from \$15,-500 to \$37,555. The lowest tender, that of Jas. Moore, of Leamington, was accepted. There were two tenders of the same sum. foore was notified to accept but he declined The tender of F. Thomas, civil engineer, of Ottawa, was then accepted. Subsequently he entered into bonds for the due perfor nance of the work, but with the consent of the department and his sureties, the work was transferred to George Wilson, who pro-ceeded with the work. Owing to difficulties and storms by which the work done was carried away, the contract is not yet com-

AMERICAN DESERTERS. Mr. GUILLET moved for copies of all apers, orders-in-Council, and correspond-nce relating to the arrest in Canadian territory, by a detachment of United States sol-diars, of Henry Watson, said to be formerly a resident of the Province of Nova Scotia, and

Sir JOHN MACPONALD-We will have papers will show that upon a representation having been made to the American Government these men were promptly handed over. They were deserters from the American army, and having crossed the border, they were pursued and arrested, but upon representations having been made to the American overnment, through the intervention of the British ambassador, with evidence of the fact, they were at once most promptly surrendered. The motion was carried.

THE NEW LOAN. Sir RICHARD CARTWRIGHT moved for all papers or correspondence relative to the mission of the Minister of Finance to Engand in 1883, for the purpose of making arrangements for the issue of a new loan, to-gether with his report thereon to the Coun-

cil. if any were made. LEONARD TILLEY-It was arranged to place upon the market in the month of November, which was considered as the most favourable time, a loan of £2,-000,000 sterling. A portion of this was to be applied to the payment of loans which fall due 1st January, 1885, and the balance to be used as might be required in the pay-ment of subsidies to the Canada Pacific raiload, out of the Public Works account, chargeable to capital. Subsequent arrangements made with the Canada Pacific railroad rendered this unnecessary, but when I make my financial statement, which will be in a few days, I will enter more fully into this

The motion was carried.

REDUCED POSTAGE Mr. CHARLTON, in moving for copies of all correspondence and papers relating to any proposed or suggested reduction in letter postage in the Dominion of Canada, said a comparison between the returns of the United States Post-Office Department for the quarter since the reduced rate of postage had come into effect with the corresponding quarter of the previous year, showed that the decrease in revenue was very slight, and bore no com-parison to the reduction in the rate. No boon-that the Government could give to the people would be more highly appreciated than a reuction in the rate of postage. The motion was carried

AGRICULTURAL FERTILIZERS. Mr. MASSUE introduced a bill to prevent raud in the manufacture and sale of agriultural fertilizers.

The bill was read the first time SECOND READINGS.

The following bills were read a second An Act further to amend the Act to inorporate the South Saskatchewan Railway Company—Mr. Kilvert. An Act to amalgamate the Board of Trade f the city of Toronto and the Corn Exchange Association-Mr. Beaty.

NEW BANK Mr. MACMILLAN introduced a bill to inorporate the Provincial bank. The bill was read the first time. The House adjourned at 4.45 p.m.

OTTAWA, Feb. 4. SECOND READINGS.

The following pills were read the second Respecting the union of certain Methodist hurenes .- Mr. McCarthy. To incorporate pilots serving between Mon-treal and Quebec.—Mr. Amyot. To grant certain powers to the Commercial To grant certain powers to the Commercial Cable Company.—Mr. Rykert.

To amend the Act incorporating the Ocean Mutual Marine Insurance Company.—Mr.

operate a railway from Medicine Hat.—Mr. Cameron (Viotoria).

To incorporate the Provincial Bank.—Mr.
Macmillan (Middlesex).

TRANSPORT OF IMMIGRANTS. Hon, Mr. POPE, in reply to Mr. Belleau, said the smaller steamships had for some years landed their immigrants at Montreal. He presumed that a great part of the European immigrants coming to this country would be landed at Point Levis as usual.

POSTAL MATTERS Hon, JOHN CARLING stated that the subject of amending the postal laws by providing that letters not exceeding one ounce should be carried at a single postage rate was under consideration. The proposal to give two mails a day to post-offices north of Palmerston on the Grand Trunk railway was also under consideration. also under consideration. VETERANS OF 1837.

Mr. TYRWHITT moved that it is expedient that the Government take steps to ascer-tain the number of the volunteers of 1837 and 1838 still living, their names, ages, and corps in which they served during the said time, and their respective places of residence.

After explanations by Sir John Macdonald the motion was withdrawn. LEVIS QUARANTINE STATION.

Mr. LAURIER said he had heard that the overnment intended to move the immigrant headquarters and the quarantine station at Levis to Montreal. In order to learn how much truth there was in the report to that effect, he would move for copies of all correspondence had with the Government on the

subject.

Hon. Mr. POPE said the Government did not intend to force immigration from Quebec to Montreal, nor would it force it to remain at Quebec. There was no correspondence to the bounds of the correspondence to the cor be brought down, as no representations had been made on the point. The motion was carried.

TWO CENT POSTAGE. Mr. HESSON, in moving for a statement showing the total number of post-offices in tion from June 30, 1867, to the present date and for other postal statistics, said in 1859 the postal rate was three pence currency per half ounce. Subsequently it was reduced to five cents, and finally, after confederation, it was brought down to three cents. After reviewing the receipts and expenditures of the department for several years past he expressed the hope that the Government would still further meet the wants of the people by reducing the postage to two cents per half ounce. I believe that if the reduction be ounce. I believe that if the reduction be made, the loss to the department will only be about \$175,000 the first year, and that in three years it will have disappeared entirely.
At the same time a boon will be conferred on the people which they will appreciate. That the Government, which has removed the duties on tea and coffee and has abolished the bill stamps, will follow up the good work by reducing the postal rates I am fully pernaded. (Cheers.)

The motion was carried. LONE ROCK BEACON. Mr. O'BRIEN, on his motion for reports and correspondence relative to the construc-tion of a beacon on Lone Rock, on the north shore of the Georgian bay, being called, stated that as the Government had taken steps for the immediate construction of the work, he desired to withdraw the motion, which was agreed to.

OFFENCES AGAINST THE PERSON. Mr. CAMERON (Huron) moved the second eading of the bill to amend the criminal law and to extend the provisions of the Act respecting offences against the person. The bill was read the second time.

LAW OF EVIDENCE. Mr. CAMERON (Huron) moved the second reading of the bill to further amend the law of evidence in criminal cases, so as to allow prisoners in cases of misdemeanour to give evidence in their own behalf. He explained that the bill is similar to that which he introduced at the two last preceding sessions of Parliament.

Mr. TUPPER (Picton) opposed proceeding farther with the bill, because last session, after considerable time had been occupied in the provisions of the bill, and in amendment A division being taken, Mr. Tupper's mo-tion for the six months' hoist was lost; yeas,

53; nays, 100. The bill was read a second time and refered to a select committee. The House adjourned at six o'clock

OTTAWA, Feb. 5. Sir CHARLES TUPPER, Minister of Railways was greeted with a full House and a ull gailery when he rose, amidst cheers, to make his statement, setting forth the reasons why it was expedient that Parliament should first extend the time for the payment of the sum of \$7,380,912 on the guarantee fund from 1st February next and the 8th of August, 1883, to the 7th day of November, 1888, and second, to lend the Canadian Pacific Railway Company the sum of \$22,500,000, in order that the completion of the Canadian Pacific railway by the end of 1885. nstead of the end of 1891, should become an assured fact, beyond any possibility of doubt rising from the attacks of rivals.

THE DEPRESSION OF THE STOCK MARKET

or the inability of the company to realize

on its lands as rapidly as it carned those

lands. He began in a somewhat low tone of

voice, which soon rose to that clear resonance which characterizes his speaking. A year ago, said he, I ventured to say that the most sanguine expectations had been more than realized, in the unprecedented rapidity with which the work had been done. He had then said if the Canadian Pacific Railway Company made values ame progress in the future as it had then made, we had reason to believe that by the made, we had reason to believe that by the made, we had reason to believe that by the made, we had reason to believe that by the made would be finished. Canadian Pacific Railway Company made the day he was glad to be able to say that the unabated vigour, the increased energy of the past year, warranted the belief that we shall be able to complete the whole line by the end of 1885, and to open the road for travel and traffic by the spring of 1886. He referred to the immense importance of realizing this completed road at that early date. The portions of the road under contract by the Government were in a good state of forwardness. They would be completed by the time specified in the contract, 1885. It was important that the company should join the overnment sections at the earliest possible date. He pointed out that it was de visable that the Government should transfer to the company the completion of the Gov-ernment works between Port Arthur and Selkirk at the same cost to the country the contractors would have charged. The result was that the Canadian Pacific railway took over the incompleted road and finished it. With reference to the 213 miles of railway from Port, Moody to Kamioops, the progress made had been of the most satisfactory character. Seven millions out of the nine millions of dollars had been expended, and the track would be completed by September next, considerably before the time named in the contract. Of the entire work under construction by the Government,

he was able to say the cost would not exceed the estimates. He sketched the work done and to be done by the company, and showed that of the 1,900 miles in all THEY HAD CONSTRUCTED 1,131 MILES, and trains are running on the main line. They had built 240 branches, in all 1.370 miles. In addition they had a large amount of work done on the Lake Superior region. where they had 9,000 men at work. the forces at their command and with their Cable Company.—Mr. Rykert.

To amend the Act incorporating the Ocean Mutual Marine Insurance Company.—Mr. Rykert.

To amend the Act incorporating the Ocean Mutual Marine Insurance Company.—Mr. Respecting the Grand Trunk railway.—
Respecting the Grand Trunk railway.—
Mr. Curran.

To incorporate the Vaudreuil and Prescott Railway Company.—Mr. McMillan (Vaudreuil.)

To incorporate the Halifax Steam Navigation Company.—Mr. Stairs.

In nothing is the company and railways and branches amounting to 3.399 miles, on which there was a balance due on purchase money of only five million dollars, and an available land grant of 21,246,000 acres, subject to a lien of the greater part of a sandy nature. From Michipicoten to Pic, 140 miles, the work is said to be moderately light, cutnings generally of clay and sand, with some rock. From Navigation Co. (limited) to construct and Navigation Company.—Ar. (limited) to construct and Navigation Co. (limited) to appliances, it was practicable to complete the road by the end of 1885. He then

35 miles east of Nepigon to that point, the work is moderately light, the grading being all but complete. From the summit of the Rockies to the foot of the same, 45 miles, the work is generally heavy, with a short dis-tance very heavy. From the foot of the Rockies to the foot of the Selkirks, 30 miles, the work is described as light, being over flat land. From the east foot of the Selkirks to the mouth of Eagle pass, 64 miles, the work is moderate, for mountain work, being work is moderate, for mountain work, being largely composed of gravel. From the mouth of Eagle pass to Kamloops, 161 miles, the work is medium, the cuttings being rock, clay, and gravel. The work as a whole is very much lighter over these 780 miles than was anticipated. The summit of the Rockies is 5,300 feet and of the Scikirks 4,316 feet. At one time it was feared, he said, that a sufficiently high standard had not been secured. His answer to that criticism at the stime was that as the company were con-structing the road for themselves, it would be well done. Now, it is affirmed by railroad men well qualified to de-cide that there is not on the continent a finer road, a statement corrobo rated by the Chief Engineer and confirmed by Mr. Sandford Fleming. He then passed to the subject of the guarantee and gave a general description of its purpose. He wished, he said, to make a calm statement in order to avoid raising any question of a controversial character. He gave a graphic sketch of the change which came over the pinion of the transcontinental railway men n the States as to the value of the Ca oad. They woke up to the fact that they had a tremendous rival. It was no impossible dream with which the four millions of Canadians were deluding themselves. It was not theoretical. It was sternly practical.

HE ADMINISTERED A TELLING REBUKE to the hostility displayed by rivals in Canada and wished he were able to say the hoatility was confined to the outside railway lines. New York and London had been taken possession of by these hostile rivals. The land was in the North-West, and it was now known to be as valuable in quality as it was thought to be years ago. But the company had not been able to realize money enough out of it. The time had come when it becomes when it became necessary to raise further money by selling stock. It became impossible to carry on the work without issuing stock. The company had done so, but that resource failed them, owing to the depressed state of the stock markets. The guarantee arrangement was devised. He described the firm belief financial men on both sides of the water had that the arrangement would be a success. He showed how fully the Government had secured the country by taking cash to the extent of over eight millions of dollars, and had for the balance taken the security of postal subsidy, which would soon amount to \$200,000 a year, and also the security of a second lien of five millions on the land grant bonds deposited with the Government as security that the company would complete the road. He wished the country to understand that the Canada Pacific railway, putting the most moderate estimate on the value of the land, feel that they are able to complete the line without the change of a letter in the original contract. In the matter of absolute as sets, the company are stronger and stronger. Realizing this, the Government believed they were consulting the best interests of the country by giving aid to accomplish the end desired. The Northern Pacific railway was finished, and traffic once in a groove it is hard to get it out. Therefore it of the greatest moment that at the earliest moment the road should be completed. The Government therefore adopted the guarantee proposal. It resulted in failure. If the company were wrong, if the Government were wrong, they erred in company with great financial authorities on both sides of the

Atlantic. The war against transcontinental lines went on with increased vigour. Instead of the anticipated result the effect was disastrous. The company had simply LOCKED UP MORE OF THEIR FUNDS. Under these circumstances the Government submitted the resolutions before the House. They were not only warranted in doing so, but would fail of their duty if they did not enable the people of Canada to have the road very great pleasure in sending down all the papers and correspondence in this case. I am discussing the measure, it was finally repapers and correspondence in this case. I am jected by the House. He objected also to the proposals of the resolutions. He then proceeded to explain the resolu-He was especially effective when he came to deal with the next point; namely, if the company have shown Throughout the whole of his argum the Government they have a fair right to ask the Government and Parliament to make the loan and change the form of payment on the work done. He gave statistics to show that the company have not used the money for enterprises outside of the original contract. From one statement, which was given in detail, it appears that the company have expended on the main line and branches west of Callendar, on lines acquired east of Callendar, on shops, real estate for termini, etc., \$58,695,365, against which they had received in cash subsidy, the proceeds of land grant bonds, sales of town sites and net revenue, \$22,687,874, leaving an excess of expenditure is characteristic. SESSIONAL NOTES.

that if you took the main line west of Callendar-alone, the excess of expenditure over receipts from Government sources was \$23 743,305. That if you took the main line and branches west of Callendar, the excess of expenditure over receipts from Government sources was \$27,503,098. He showed that, the expenditure of the company being \$58,-695,365, the company had received from all sources as follows:—Net receipts from sale of stock, \$25,356,828; loan on ten millions of stock, \$4,950,000; cash subsidy, \$12,289,212; land grant bonds, \$9,029.012; sale of town sites, \$477,775; net \$9,020.012; sale of town sites, \$21,175, mak-revenue from receipts of road, \$891,875, mak-ing a total of excess of expenditure over re-formall sources of \$5,700,663. The ceipts from all sources of \$5,700,663. The figures utterly disprove the idea that the company have been securing lines outside of their contract with the money obtained from Government sources, or that they have not expended their own means in the enterprise. Looked at in any way, it is seen that their statement shows they have invested many nillions of their own money in the road While this point was being most effectively elaborated by Sir Charles Tupper, the Opposition, feeling its force, laughed outright, and indicated that they did not believe the figures presented by the company to the House and country through Sir Charles Tupper. The Minister quickly drew from his desk a paper which proved A QUIETUS TO THE OPPOSITION.

It was a letter from himself to Mr. Schreibe and to Mr. Miall, the Commissioner of Inland Revenue, an accountant of great ability, employed by the Mackenzie Government in maters requiring great skill. In the letter he di rects them to proceed to the Canadian Pacific railway offices and inspect their books. This they did, and reported that they had no hesitation in stating that the figures and statements submitted by Mr. Stephen to the Gov. ernment are substantiated by the books of the company. The hush that fell upon the Opposition when they realized that Sir Charles Tupper had out the ground from under their feet was a wonderful tribute to the skill with which he threaded his way through the mazes of doubt and suspicion with which they had been attempting to environ the subject. There was great cheering when Sir Charles Tupper pointed out the strong views entertained by the Can-ada Pacific railroad in favour of Atlantic ports on Canadian soil. The Opposition had hoped to catch some of the eastern province members supporting the Government, but when these were seen cheering the Minister's statement it was felt by the Opposition that the effectiveness of the statement had de-stroyed the faint hopes they had entertained of a split among the Maritime Province men, Passing to the important point of the property

the 3,393 miles of railway to cost the country \$64,508,000. The leader of the Opposition had given a calculation last year of the cost from Callendar to Port Moody, and had put it at \$120,000,000. Mr. Mackenzie had put itat \$121,700,000. He himself had put the cost of what Mr. Blake had considered not a railway but a tramway at \$84,000,000. Included in the sum of \$54,500,000 were the road and branches from Montreal and Brockville to Callendar, which, valued at \$15,000,000, would bring the cost to the country of the main line from Callendar to Port Moody to under \$40,000,000. THE VITAL QUESTION

was, what can the road earn? The statistics

were at hand. The gross earnings for 1883 were \$5,420,913, including \$1,274,000 for transportation of railway material, leaving as actual receipts \$4,146,913 in 1883, as against \$2,449,824 in 1882, showing an increase in 1883 of \$1,697,100. The nine months' earnings ending December netted \$978,600.

After recess, Sir Charles Tupper concluded his great effort by showing the effect upon Canada of the railway, having before announced that the Government purposed, as soon as the Canadian Pacific line is constructed round the head of Lake Superior, to abandon their restrictive policy, feeling that it will no longer be incumbent on them to isallow Railway Acts of the Province of Manitoba. Some of the statistics given are very suggestive. Thus from the Inland Revenue Department the Minister obtained a statement, showing that excise in Manitoba and the North-West yielded from Manitoba and the North-West yielded from 1990 to 1990 t 1874 to 1880 \$215,321, and from 1880 to 31st December, 1883, \$530, 328; that the sales of land from 1st July, 1872, to 30th June, 1880, were \$817,426, and from July 1st, 1880, to 31st December, 1883, they were \$3,572,836; that customs receipts in 1880 were \$319,622, and in 1883 they had risen to \$1,832,942; that the number of immires to \$1,832,942; that the number of immigrants who entered the North-West between 1871 and 1880, in-clusive, was 64,755. In 1881, 1882, and 1883 the number of persons who entered the North-West was 149.560. These brought

in money and effects to the value of \$15,-000,000, as against \$6,000,000 brought in up to 1880. In 1881 in one week in Septem letters and post cards carried were 42,894. In one week in 1883 the number was 89,847. These, and figures given as well from other departments, show what benefit the Canadian Pacific railway has been to Canada. Complete the line, said Sir Charles Tupper, over the Lake Superior region, and you insure the transport of immigrants at a rate of \$10 to \$12 per head from Quebec to Winnipeg without allowing the immigrants to go through American territory. From first to last the attention given was the closest possible. It was a grand sight to see two hundred men leaning forward on their desks, listening with rapt attention as point after point was made, listening as the half-hours went by with unrelaxed attention. His peroration, pointing out what a grand country ours was to manage, to develop and to make it the happy home of the hopeless trugglers in European countries, was a really fine effort. Mr. BLAKE, who rose amid the applause f his friends, complained that more light

had not been given by bringing returns down as he called for them. There is no doubt as

to the general principle that returns called

for should be brought down as early as postible, but the fact is that the returns asked for by members are so numerous that it is simply an impossibility to have them ready. Legislation cannot stand still while all sorts of returns are being copied. He affirmed that the element of finality had disappeared, and that once admitted, the company would be emboldened to come again and again. The circumstances under which the company seek temporary financial aid from the country are so well known that every man in the country admits that those circumstances are entirely exceptional. Mr. Blake made a serious mistake in attacking the vigous and enterprise of the company, as also its resources. The report of Messrs. Mill and Schreiben on the financial condition of the company must settle the fact of their resources, while the position of the road at the close of three years, with the beginning of the end in sight, is the best evi-dence of the company's energy. He attacked company, believing that it meant fraud on the country. In the absence of any proof to that effect it did not become im to make such a reckless statement. ten o'clock, he had studiously avoided the great point, viz. : that if the road reverts by the failure of the company to the country, the country is the gainer. If the company step out and the Government step in, the country will be the richer for the movement. The attempt to show that Sir John Macdonald was guilty of dissembling when he stated that coal in Winnipeg, which was \$23, is now \$7, is a very weak one. Sir John Macdonald was speaking of all kinds of coal, and it is fact that while anthracite coal was \$23, or thereabouts, and is now down to \$14, bitu nnous cosl has been brought down to \$9. The suppression of truth which leads the Grit organs to refer only to anthracite, when Sir John Maudonald referred to both kinds,

Mr. Bellerose gave notice that on February 18th he would ask whether, in view of the few members of French origin in that House, as compared with the French popula-tion of the Dominion, the Government intend appointing a gentleman of French origin in the place of the late Mr. Bournot, of Cape

Breton, Nova Scotia. Mr. Bellerose will also ask the Governnent on February 18th whether, in consideration of the comparatively small number of Civil Service employés of French Canadian

origin, it is their intention to appoint a librarian speaking the French language to replace the late Dr. Alpheus Todd. The number of home farms and Indian instruction farms that have been closed since January 1st, 1882, is seven, their location being as follows :- At Bird Tail Creek, Fort Peily Crooked Lakes, Qu'Appelle Lakes, Indian Head, Duck Lake, and Prince Albert. As these farms had been in operation for some time, it was thought that a sufficient opportunity had been afforded the Indians a farm should be managed, and that in future it would be more to their advantage to have the personal attention of the instructors given wholly to their gardens and farms on the reserves. The number of white men employed on these farms was 43, and of Indians 450. The cost of these seven farms The cost of these seven farms

in 1882 was \$19,105, and in 1883 \$11,336. The Select Committee appointed to enquire nto the agricultural interests of the Dominion met on Friday for organization. Mr. Gault was appointed chairman. An informal discussion was held as to the course to be adopted, and the secretary was instructed to communicate with the department at Washington and the various Provinci I bureaus of the Dominion for information as to their methods. One part of the work of the committee will be the collection of data on the success and value of statistical agricu tural bureaus, with a view of bringing to the notice of the Government the nece bable that at a later stage in the work of the committee they will examine a few leading agriculturists and statisticians on special

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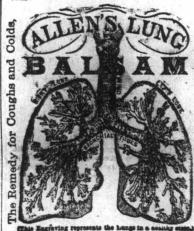
His Outspoken Opinion.

The very marked test imonials from College Professors, respectable Physicians, and other gentlemen of intelligence and character to the value of Warner's BAFE Cure, published in the editorial columns of our best newspapers, have greatly surprised me. Hang of these gentlemen I know, and reading their test imony I was impelled to purchase some bottles of Warner's SAFE Cure and analyze it. Besides, I took some, swallowing three times the prescribed quantity. I am satisfied the incilcine is not injurious, and will frankly add that if I jound mysely the victim of a serious kidney trouble I should use this preparation. The truth is, the medical profession stands dazed and helpless in the presence of more than one kidney malady, while the testimony of hundreds of intelligent and very reputable gonliemen hardly leaves room to doubt that Hr. H. H. Warner has fallen upon one of thos happy discoveries which occasionally bring help to suffering humanity. His Outspoken Opinion.

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