service. Large vessels were required de from Chicago to Montmeal direct, and ipments, for it was well-known that

The poles, they have to that occupied by our neigh-ours across the lines. Captain MURRAT said that at the present time the heapest class of vessels we possessed for carrying rain through the Welland canal was sailing y ves-els. Such vessels, carrying from 19,000 to 29,009 ushels, would carry grain from Ohloago to King-tion at an actual cost to the vessel owner of 7 ents. Supposing the canals were completed, a seel carring 60,000 banhels at 32,000, as compared rith 31,500 obtained by a vessel carrying 74,000 ushels at 7 cents, and the additional freight in he former case would more than compensate for headditional cost of a larger crew. That was the social on and he exceedingly regreticd that a feeling emed to be entertained by the Government and ome hon. members that the large expenditure had on the Canadian canals was to some extent out. But they had not, yet been given a fair trial. The canals remained just in the same position as had were long ago. Although a large expenditures had been made on the Lachine, Welland and a por-tion of the Convail canal we had not yet been able to utilize the improvements, but the moment large vessels were able to come down to Kingston, is would at once become apparent that the moment large to not become apparent that the Money spent on canals was not lost, but that we could carry grain from the West at a very much reduced rate. It was obvious if we could do the trade at a nei-which would defy competition by, either the Brie come direct from Chicago to Montreal, and to the outsels, and a tow of barges with 20,000 busbels, to order on based, we could do the trade at a nei-which would defy competition by, either the Brie canal or by any railway whatever. No railway outd ever was less than it could possibly be by rail. If was highly desirable that the canals of the owned in accel their destination by the shortest route, and the consequences was that the cost of tarring by water was less than it could possibly be by rail. If was highly desirable that the canals of the power i the lines. URRAY said that at the present time the

Competition with any American canado or any fair ways. Sir CHARLES TUPPER in reply said-Gentiemen, I may perhaps be permitted to say that have list-ened, as I am sure all of you have listened, with pleasure to the very able and conclusive arguments made by Dr. Oille and Captains Neelon and Taylor in favour of a protective policy for this country. (Laughter) Is would be impossible for the most ardent alvocate of protection in Ganada to present more favourably and conclusively the necessity of adopting a thoroughly protective policy in favour of the interests of this country. I am glad to learn that sitter the representations made to the Govern-ment by these gentiemen, is company with a large deputation, with which they were associated a short time ago, the more they have pendered and studied the question, the more coavinced they have become of the necessity of going still further with the protective policy, than they suggested a few weeks aco, and I have no doubt that these gentiamen, and a great many others who share their political sentiments, will be led to carefully study the arguments they have presented, and to see that what applies in such a strong manner te a great leading interest in the country, that is making the SL. Lawrence the great highway for travel and commerce, will also apply to all the great interests. I am quite certain these gentiemen and the gentiemen associated with them in this question would hardly be prepared to say to the Government of Cknada, that it must devote all its energies and resources to protecting one industry, that of the carrying trade. The attention of the Gov ernment has been directed to this subject, and so long ago as 1872, the Dominion Government pro-posed the policy and obtained the sanction of Par-liament to it for the enlargement of the Weiland and St. Lawrence cannais, and thus placed on second the fact that they were fully live to the great im-portance of improving our great water highway. The large expenditure which ways made upon the cannal by hon. gentism CHARLES TUPPER in reply said-Gentlemen, I rrence canals, and thus placed on scoura it hey were faily alive to the great im-improving our great water highway. xpenditure which was made upon the hon. gentiemen who succeeded us hat they also were prepared to to carry forward that policy. large expenditure which was m ls by hon gentlemen who red that they also were avour to carry forward next in any resolves itself into

THE WREKLY MAIL TORONTO FRIDAY, APRIL 30, 1880. 1880.

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Bold Robbery in a Monte Carlo Gaming Room.
FAMINE IN MESOPOTAMIA.
Cause of the Tay Bridge Disaster.
Visit of the Frince of Wales to Mr. Gladstone.

GRAND TRUNK.
Grand Trunk Railway Company. which the obood children in Philick price on the solution of the syse of the satisfication of the syse. The satisfication of the syse. The parameters of phild. Latisfic second the firm so approxists a remarkable trial. of the syse of the ordinary symbols, for the presend parapose sitteer of the firm so approxists of the syse. The parameters of the decase of Kalloch, for the presend parapose sitteer of the decase of Kalloch, for the presend parapose sitteer of the decase of Kalloch, for the presend parapose sitteer of the decase of the ordinary symbols, for the presend of the decase of the decase of the social parameter of the decase of the decase of the decase of the social parameters of the decase the decase of the decase of the dec

THE LIBERAL MINISTRY.

Otero's alleged confession recently pub-lished at Madrid, is said in judicial circles to be a newspaper farce. Bret Harte has been accorded the priv-ileges of the Reform Club in London for a month under the rule which admits dis-tinguished strangers. The Arch-Duchess Elizabeth of Amstria, mother of the Queen of Spain, will visit her daughter in Angust, when the Queen's accouchement is expected. Diphtheria is spreading in the Novomask-ovak district, South Reasis. Hundreds of children have been attacked. Doctors and nurses have been to the affected villages. A Madrid despatch says the Cortes has been officially informed that the Queen has entered upon her fifth month of pregnancy. Both Homes resolved to appoint deputa-tions to congratulate their Majestics. A Faris despatch says the remains of Gen. San Martin, who died in Paris thirty years ago, have been embarked for Buence Ayres, the Argentine Republic having so-licited their removal to the soil which he helped to liberate from Spanish yoks.

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The question now resolven intent into the say, since Government having made a great expenditure with the view of developing that traffic, that policy should be carried out in order to reap the benefits intended to be derived by the whole country. How-ever much we may differ on any abstract political question, we are all agreed that it is of the utmost question, we are all agreed that it is of the utmost ever much we may other on any anseract political question, we are all agreed that it is of the utmost importance to loster and promote channels of traffic through our own country; that moreover, if we can by any arrangement, or protection, bring a greater volume of trade through the Dominion instead of through foreign channels, it is our duty to do so. Of course, there is a limit to that. Of course is will be quite impossible for the Government to expend so much public money on the accomplish ment of an object as to entirely detend the object on view, viz, to benefit the country. It is a ques-tion how far you can balance the aid you give to an industry with the re-sults that are to be allowed. I believe great results are to be obtained from fostering and protecting Canadian channels of commerce and communication, but I was a little struck with a remark made by one of the genile-ment that the toils on the Eric canal have now been reduced to one cent per bushel on grain. A VOUCE-And is is proposed to take off all bils.

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