

station to Linkoping, the station where the line will strike the Thunder Bay branch, 686 miles, and that from Linkoping to Winnipeg that being 371 miles, that the whole distance we have the shortest possible line by which to reach Winnipeg. It will also see that the distance from Montreal to Chicago, which is 854 miles, while the distance from Toronto by the Gravelhurst line is 226 miles, or 128 miles less than that from Montreal.

THE CONSTRUCTION STANDARD.

I may advert for a moment to some of the objections which have been urged against this proposition. I am told the standard is too low, that the standard of the Union Pacific railway is a very unfavorable standard, and that we ought to have selected something higher. Well, it is very well after having obtained the opportunity of making a contract to make severe stipulations, but when I have stated to the House the terms under which these parties have undertaken to construct this road, I think you will agree with me they were entitled to as favorable consideration as we could give. I should like to know what position the Government of Canada would have been in, after leaving offered \$8,000,000 in 1876, to the company which Sir Charles Tupper, then the president, should ask the gentlemen who were undertaking to do the same work for \$78,000,000, or more than ten times as much as the price of the previous contract. If any hon. gentleman will turn to the contract with which we are dealing, you will see that the standard of construction and equipment of the Canadian Pacific railway should be the same as that of the Union Pacific, and therefore we have gone as far as any railway of this House or any far-extended man will say ought to go. But what is this standard? Why, there is a standard of construction and equipment of the Union Pacific, and that is the standard which we are to follow. I have not space to go into details, but I will say that the standard of construction and equipment of the Union Pacific is a standard which is not much greater than that of the Union Pacific, and that we are to follow that standard. I have not space to go into details, but I will say that the standard of construction and equipment of the Union Pacific is a standard which is not much greater than that of the Union Pacific, and that we are to follow that standard.

feature is the exemption of the lands from taxation. I have no hesitation in saying I should have been very glad that was not in the contract, if it were only to meet the strong prejudice that exists in this country that the Government should not take the place of a private company. But there were two things we had to consider. One was the fact that we had to bargain with the Government, and the other was the fact that we had to bargain with the Government, and the other was the fact that we had to bargain with the Government. But there were two things we had to consider. One was the fact that we had to bargain with the Government, and the other was the fact that we had to bargain with the Government.

THE LOCATION.

The location of the railway is objected to, but for the term of this contract the location is to be subject to the approval of the Governor-General-in-council. I do not hesitate to say that this company will be much better off in the long run if it is approved by the Governor-General-in-council. I do not hesitate to say that this company will be much better off in the long run if it is approved by the Governor-General-in-council.

general control by the Governor-in-Council over the work, not on account of the road shall be located without their consent.

THE BRANCH LINES.

I am told that the great objection is made to the power of the company to build branch lines. It is the House aware that in the United States all the powers given to the syndicate is contained in the contract with the Government and relieving it of responsibility in regard to this work—enjoyed by every company building a railway? All that private persons require to do is to organize a company under the general law, and they are allowed to go and build a railway wherever they like with such privileges in their favor. In the State of Minnesota, for instance, they are allowed to go and build a railway wherever they like with such privileges in their favor. In the State of Minnesota, for instance, they are allowed to go and build a railway wherever they like with such privileges in their favor.

THE FUTURE.

Mr. MACKENZIE—What policy? Sir CHARLES TUPPER—The policy of the Government in regard to this work is to build branch lines in connection with the main line. It is the House aware that in the United States all the powers given to the syndicate is contained in the contract with the Government and relieving it of responsibility in regard to this work—enjoyed by every company building a railway? All that private persons require to do is to organize a company under the general law, and they are allowed to go and build a railway wherever they like with such privileges in their favor.

with. Now, sir, steel rails are low under the law. Mr. MACKENZIE—For how long? Sir CHARLES TUPPER—So long as steel rails are not manufactured in this country.

THE RAIL EXEMPTION.

The Government feels that the construction of railways was so vitally important to the development of Canada that they make an exception of steel rails, saying that while steel rails were manufactured in this country, they should be used. Hence, also, this limit includes the bolts, nuts, and timber, and material for bridges. We judged that by admitting free for bridges free of duty they would probably have the bridges constructed of iron instead of wood, but it is a member of this House who tells us that they have not made such a provision. We only had free? I may say that under this contract the price of the steel rails will be the same as that of the National Policy in force before. The Government intended in this connection, as in every other, to be true to the principle of the National Policy. The condition of depression in which our country was, which has lifted the credit of our country, and which has vitiated the industries of Canada, put money in circulation, and created industries from one end of Canada to the other. We should be faithful to the principle of the National Policy. We did not in every other matter, and we do not intend to do so in this. It is the National Policy that we wish to maintain. It is the National Policy that we wish to maintain. It is the National Policy that we wish to maintain.

CONCLUSION.

Now, sir, I am glad that I shall not be compelled to trespass further upon the attention of the House. When I rose I expressed the hope that the Government would be able to propose to Parliament a bill which would secure in ten years the construction of the Canadian Pacific railway. It is the National Policy that we wish to maintain. It is the National Policy that we wish to maintain. It is the National Policy that we wish to maintain.

DOMINION FINANCES.

Comparative Statement of Receipts and Expenditure.

THE PROGRESS OF A TWELVE-MONTH.

The Anticipations of a Surplus Fully Realized.

OTTAWA, Dec. 22.

The following is a comparative statement of the total receipts and expenditures on account of the Dominion Government from the 1st of January 1879 to the 31st of December 1880 respectively. Certain unimportant items have been omitted to show the enormous improvement in the financial condition of the Dominion, and the justification of the policy of the late Government.

Receipts.	1879-80.	1880-81.
Duties.	\$5,611,548	\$7,481,201
Post Office.	2,656,158	2,832,158
Revenue from Public Lands.	404,146	492,257
Revenue from Minor Public Lands.	1,275	1,275
Revenue from Fisheries.	1,775	1,775
Revenue from Railways.	37,141	18,354
Revenue from Stamp Duties.	99,300	99,300
Revenue from Excise.	10,111	10,111
Revenue from Licenses.	30,222	30,222
Revenue from Indulgences.	604	1,961
Revenue from Miscellaneous.	1,000	1,000
Revenue from Interest on Loans.	12,888	42,248
Revenue from Sale of Public Lands.	15,244	25,210
Revenue from Sale of Fisheries.	2,000	2,000
Revenue from Sale of Timber.	1,275	1,275
Revenue from Sale of Iron.	1,275	1,275
Revenue from Sale of Coal.	1,275	1,275
Revenue from Sale of Oil.	1,275	1,275
Revenue from Sale of Flour.	1,275	1,275
Revenue from Sale of Sugar.	1,275	1,275
Revenue from Sale of Soap.	1,275	1,275
Revenue from Sale of Paper.	1,275	1,275
Revenue from Sale of Cloth.	1,275	1,275
Revenue from Sale of Furniture.	1,275	1,275
Revenue from Sale of Groceries.	1,275	1,275
Revenue from Sale of Miscellaneous.	1,275	1,275
Total consolidated fund.	\$29,307	\$38,370

EDUCATIONAL NOTES.

CANADIAN.

At the recent class of the Ottawa Normal School, Principal McCabe received very cordially welcomed, accompanied by a beautiful address.

The Dec 22nd prices have been distributed to the pupils of the Public Schools of this city by the gentlemen appointed by the Education Board.

At the fall session of the Kingston Teachers' Association, just closed, Mr. J. R. Wright, M.A. of the Collegiate Institute, read a very good paper upon "The teacher's work outside of the school."

The Almonte school board have authorized the chairman to advertise for a new classical headmaster for the High School, as Mr. Slack failed to reply to the secretary's letter notifying him of his appointment to that position.

An agitation is on foot to incorporate a University volunteer company in connection with Queen's College, Kingston. In a city where there is a record as Kingston, the wonder was that the idea was not broached before.

The evening classes in connection with the Education Board in London are being very well attended. There is a good staff of teachers, and the fees are trifling—two things which make it a very popular institution.

A meeting of the Alma Ladies' College Board, St. Thomas, will take place on the first of January, for the purpose of completing the final arrangements for the opening of the magnificent institution for the higher education of women.

The Board of Trustees of Manitoba College has offered two premiums for essays on "The State of Education in Ontario and the Province of Ontario" for the year 1881, and the other in Montreal, for the year 1882.

Preparatory for college purposes, the school has been ready for occupation by the 1st of September, 1881.

Considerable grumbling is indulged in at this time by the proprietors of Longwood, South over the excessive school rate imposed. The majority of ratepayers think that excessive charging the rate of the school is a very unfair thing, and that the rate should be reduced to a more reasonable amount.

Some things have been said regarding the habits of schoolboys congregating upon street corners and snowballing passers-by. Teaching should be the business of a school, and if this practice is allowed to continue, it will reach the "strong arm of the law," and no teacher should be guilty of such a practice. This practice is an unwarranted and a disgraceful one.

An article on education appears in the December number of the *Bygonian*. It makes a most interesting suggestion, that good music should be taught in all our schools. It is a suggestion that is well worth a thorough, practical musical education. It is to be hoped that as the success of the Boston School of Music has shown, that the country is now an established fact, and that the wish of the editor of that journal may be fulfilled.

At the annual missionary meeting held in St. Andrew's church, Kingston, it was stated that last year \$9,200 was contributed in the western counties for colleges (Knox College, Toronto); the theological department of Queen's University, Kingston; and the Montreal College, Montreal. The speaker went on to say that if the church members of the western section, about 70,000, were equally taxed the cost would not be more than 10 cents each.

At the late meeting of the Teachers' Association at Ottawa, Dr. G. Peck read some interesting papers on the "Education of the Poor." A discussion ensued as to whether the poor should be educated, and what the tendencies. Various opinions were expressed upon the subject, but no conclusion was arrived at. The speaker contended that "Tyndall and Huxley's" opinions were entirely opposed to the teachings of theology; and another defended Huxley, who, he stated, is a most able and successful man.

Object teaching has been discredited by the American Association for the advancement of the science of teaching. The American Association stated that the Association had come to the conclusion that object teaching had been discredited, and that no further study should be made of it. The speaker contended that object teaching is a most valuable and successful method, and that it should be continued.

A young sub-lieutenant in the Twenty-fifth French Dragoons, a son of the Marquis de Charlevoix, has been killed in action. He was killed in action at the battle of the Marston, and he was the only son of the Marquis de Charlevoix who was killed in action.

A monument to Victor Emmanuel has been unveiled at Vincennes, Italy. It is a realistic statue in Carrara marble, representing the late King Louis Napoleon, the Emperor of the French, dressed in a general's uniform; his right hand rests on his sword, his left in his pocket. The statue is a most beautiful and realistic work of art.

It is generally believed that Charlotte Corbett, the woman who shot her husband, is in Rome and shall remain there.