will turn to the copy of the contract of the Company of which Sir Hugh Allan was President, they will find that it provided that the standard of construction and equipment of the Canadian Pacific Railway should be the Union Pacific Railway, and therefore we have gone as far as any member of this House or any fair-minded man will say we ought to go with reference to the standard. But what is this standard? Why there are half-a-dozen leading roads in the United States to-day, of which the standard is more objectionable in grades and curves than that of the Union Pacific Railway. Therefore, I think there is not much ground for cavil in that matter. When the Union Pacific Railway was built, the Government, who gave a much greater amount of aid to it than we are giving to this road, agreed that the standard of the Baltimore & Ohio Railway should be put in the contract as the standard of the Union Pacific, and the Baltimore & Ohio Railway, as everyone knows, is a road that is doing an enormous traffic and is regarded as a first-class road. The Portland & Ogdensburg Railway, and half a dozen other American lines have also a standard that cannot compare with the standard we have selected. I need not detain the House, therefore, by trying to show that it would have been utterly unreasonable for the Government of Canada to exact from these gentlemen, who were agreeing to construct this road at so much less terms than were agreed to in the Allan contract, a higher standard than we have done. But we have a better guarantee than could have been inserted in the contract of the high standard of the road, and that is that these gentlemen are not constructing the road for the Government of Canada to work, but they are constructing it as their own property, and when it is constructed they have to furnish the means of maintaining and operating the road, and every disadvantage of a poor construction would fall upon them and not upon us. And, sir, what would have been my position in demanding excessive terms in relation to the standard of the road when they had in their hands my own statement, the statement of the Government of Canada, with all the resources of this country at our back, that we were compelled to lower the character of the road in order to construct a cheap line of railway, and that the lowest estimate we could make of the cost of such a work was $80,000,000, or an excess of the whole amount they were obtaining both in money and land, computing the land at a dollar an acre? I think, therefore, sir, I need not detain the House by dealing with the question of the standard of the road.

THE MODE OF SUBSIDY PAYMENT.

Nor, sir, will I detain the House very long upon the other point that has been raised, and that is the mode in which the money is being divided. I have shown the cost of the Pembina branch at the lowest rate at which we can now put it, without all those buildings necessary and which these gentlemen will have to construct at their own cost. If hon. gentlemen have paid any attention to the deplorable description that the First Minister gave us a year ago as to the difficulties they would have to surmount between Red River and the foot of the Rocky Mountains, I think they will come to the conclusion that the amount is not extravagant. I call the attention of the House to the fact. The Government want that road pushed through Red River to the foot of the Rocky Mountains as fast as can be done. I have the authority of the leading gentlemen connected with the syndicate to state in public that they intend the road to be complete at the foot of the Rocky Mountains at the end of three years from the present time. If it be thought a gigantic work to build 300 miles of railway by this powerful syndicate in a year, I may tell hon. gentlemen for their information that within the last year a few of these gentlemen accomplished between 200 and 300 miles of railway themselves through a somewhat similar country, and therefore it is not an extravagant statement for them to make in stating that they intend to construct the road to the foot of the Rocky Mountains in three years, and to build 300 miles of this road during the coming season. What does that involve? It involves the expenditure of an enormous amount of capital at the outset. The very moment the contract is ratified by Parliament these gentlemen have got to put their hands in their pockets, and not only take therefrom a million dollars to deposit with us as security, but they had to put their hands into another pocket the next hour and take out another million to equip the road that is in operation and that will be in operation within the course of the year. After reading the lachrymose statements of the hon. leader of the late Government about these lands, and the difficulty of getting them sold, it is not unreasonable to suppose that with all their energy and industry it will take two or three years before they can make these lands, to any large extent, serviceable by a return of money from their sale. These gentlemen have, therefore, at the outset, to lay out an enormous sum of money for equipment, and in providing the plant necessary to run that work during the coming three years, and they have in the next place to wait for a considerable period before they can receive returns for lands. At the end of the three years all that plant will of course be applicable to the other sections. I believe, therefore, the more it is examined, the more it will be found that in the division of money no injustice has been done, and those who place confidence, not in us but in the statement of the leader of the late Government, have only to take his statements, which I have read to-night, and that was his estimate of $20,000 per mile for the portion to be constructed west of Red River, to perceive the advantage of the present proposed arrangement. There is another million they have to put their hands into their pockets to pay us, and that is for the work we have constructed west of Red River and the material we have on hand applicable for the purposes of construction. Under these circumstances hon. gentlemen's minds will be relieved to know that we have made the very best division of the money. If the enterprise is to prove anything but a failure, there is a great expenditure of money to be made at the very outset, in bringing people to this country.

A GREAT IMMIGRATION AGENCY.

I regard this proposal to secure the construction of the Canada Pacific Railway by the agency of the company as of most vital importance from the point of view that, instead of having to struggle with railway companies in competition for immigrants, we will have a gigantic railway company with all its ramifications in the United States, France, Germany and the British Islands, co-operating with the Government of Canada. But all that will involve a present outlay of a very large sum of money by these gentlemen. The only hope they can have of having any means of sustaining the railway if it is constructed, is by getting a population as rapidly as possible in the fertile valleys of the north-west, and thus furnish the traffic which alone can support the operation of this railway. I am told that another very objectionable feature is the exemption of the lands from taxation. I have no hesitation in saying I would have been very glad if that was not in the contract, if it were only to meet the strong prejudice that exists in this country on that question. I should have been glad it were not in the contract; but there were two things we had to consider:—one was to make the best bargain we could for Canada, and the other was not to impose terms that, without being of any material advantage to the country, would be likely to lead to disaster in the money markets of the world when the project was placed on those markets. Everyone will understand that the position in respect to the taxation is not changed in the slightest degree from that in which we stood last year. When we were constructing this road as a Government work, when my hon. friend was constructing it by direct government agency, no taxation could have been leived on these lands until they were utilized, until they were occupied. No province, municipality or corporation of any kind at present, or that could be created hereafter, could impose the slightest tax on these lands until they were sold or occupied, and when they are sold or occupied now, that moment they are liable to taxation. I will not stop to discuss the question of the road itself being exempt from taxation, because hon. gentlemen have only to turn to the laws of the United States, on the construction of those great lines of railway any where, to find that the policy of the Government of the United States has always been that those lines of railway, the roadway, the road itself, the stations, every thing embraced in the term railway, was exempt from taxation. One of the judges of the courts of the United States declared that as these great lines of road were national works, were public casements, that as they were for the benefit and advancement of the whole country, they should not be subject to any taxation, state or municipal. We have, therefore, only followed the practice that has prevailed in the United States and that which hon. gentlemen opposite will feel was incumbent upon us. What was our position? We were asking these gentlemen to come forward and take a position from which we shrank. I do not hesitate to say that, great and important as the enterprise was, the Government felt it was one of enormous magnitude, and trembled almost when they regarded the great cost of construction and the cost of maintenance and operation of the road, when constructed, and I ask, when we were shifting from our shoulders to the shoulders of a private company all the responsibility, I ask this House in candor to tell me whether they do not think that, as far as we could, we ought to have put these gentlemen in as favorable a position for the construction of the road as we occupied ourselves? That is all we have done, and as I have said before, the moment the lands are utilized they become liable to taxation. I have been told that the lands of the Canada Company being free from taxation, it was found they were attended with a good deal that was objectionable.

Hon. Mr. MACKENZIE—They were not free from taxation.

Hon. Mr. BLAKE—They were only ordinary large land holders.

Sir CHAS. TUPPER—Oh, it was owned in large blocks; then the case is not half as bad.

Hon. Mr. BLAKE—No, this is much worse.

Sir CHAS. TUPPER—I suppose it is because they were free from taxation. Well, we have taken care they shall not own them in blocks. We have met the difficulty and covered it, but as I said before, these gentlemen must sell their lands.

THE LAND POLICY.

It is impossible to sustain the road without bringing a population into the country as rapidly as possible. It is said this is a gigantic monopoly. You not only free the lands from taxation until occupied, but you create a monopoly. If we have one strong point in our case it is this: that under the terms of the Allan contract of 1873, 54,000,000 acres of land were locked up, if you call it locked up, by being placed in the hands of a company. Under this contract 25,000,000 acres of land only are to be reserved. Under the Allan contract of 1873 and the terms of the Canada Pacific Railway Act of 1874 these parties were entitled to have their land in large blocks of 20 miles square; under this contract the Government have possession of every alternate mile over the whole section and along the whole line of road. Can there be any monopoly? Why, under the terms of the late Government's Act, the Government was bound, as the Government of the United States was bound in relation to the Northern Pacific Railway to abstain from selling an acre under $2.50; under this contract, however, we are free to give away every acre that remains in our possession should the public interest warrant it. No policy did the hon. gentlemen opposite press more strongly upon us than that of not selling the land below $2.50 an acre. But we say, we should be only too glad to plant a free settler upon every acre belonging to the Government. We hold on the monopoly point that instead of 54,000,000 acres being locked up in blocks of 20 miles on each side of the road, instead of our being bound to sell at no less than $2.50 an acre, we can open up to free settlement the 29,000,000 acres the Government retains to utilize in the interest of the country, over and above the amount given the syndicate, or can sell at prices below the minimum fixed by the terms of 1874. What about the terms of a year ago? Read the resolution Parliament passed here for the appropriation of 100,000,000 acres, and you will see how absolutely Parliament placed them at the disposal of the Government for use in any way possible, to secure the construction of the Canada Pacific Railway. Instead of having handed over to a monopoly, as it may be called, those 100,000,000 acres, we hold 75,000,000 acres in hand, to be used for promoting the interests of Canada by free settlement, and by sales to return to us the money required to be paid under the contract to the Syndicate, $25,000,000. As I said before, the question of freedom from taxation of the lands is not new. In 1870 an Act was passed in the United States for the relief of the International Railway Company, now consolidated under the name of the International & Great Northern Railway Company, which provides, similarly to what has been enacted as regards other railroad companies in various States of the Union, that the lands of the company shall be free from taxation. The United States Government has given great land grants to railways under what is called the head grant system, and in one case a Company was authorized to select in any part of the public lands of Texas—that magnificent country that has excited the admiration of hon. gentlemen opposite—the most beautiful and fertile areas without any hindrance or any responsibility whatever. The Company received "twenty sections of 640 acres each of the unappropriated lands of the State for each mile of railroad which has been or may hereafter be constructed pursuant of the Act of 1870, by the said Company; its successors and assigns to have the right to locate the said lands as head rights and without the necessity of alternating the sections,—the said lands and certificates to be released from all county, state, municipal and other taxes for a period of 25 years." The moment our lands, however, are sold they become liable to taxation; under the United States law they remain free for 25 years after coming into the hands of private purchasers. There is nothing of the kind here. The moment our lands are utilized or sold,—and the Company cannot afford to keep them from settlement,—it will add more to the value of the remainder than is possible in any other way.

THE LOCATION OF THE RAILWAY.

appears to be objected to, but under the terms of this contract the location is to be submitted for the approval of the Governor-General in Council. I do not hesitate to say that this Company will be much better able to locate the road than the Government. They have a more vital, personal, direct interest in putting it through, and best know how to make it the shortest consistent with its early completion. The Government cannot give the matter that personal, direct attention within the power of gentlemen as familiar with such works as are the members of the syndicate. In my judgment, therefore, it is not necessary there should be the restriction this Act provides, that is that the Governor-in-Council should have the right of decision, because I believe their own interests will compel them to make the best possible location, but we have provided, by maintaining a general control through the Governor-in-Council over the work, that not one mile of the road shall be located without our consent. I am told that great objection is made to the power of the Company to build branch lines. Is the House aware that in the United States all the powers given to this syndicate which comes forward to take the place of the Government and relieve it of responsibility in regard to this work, are enjoyed by everybody or every company building a railroad? All that such persons require to do is to organize a company under the general law, register themselves, and go and build a railroad wherever they like, with such privileges in their favor.

Hon. Mr. MCKENZIE—Do the same thing in your Northwest?

Sir CHAS. TUPPER—The hon. gentleman will see that as to the last objection that can be made to our policy he has anticipated me, because I intended giving him credit for the liberal spirit with which he dealt with the branch lines,—I mean by the bill submitted containing the policy of the late Government, upon which, of course, the Opposition will not go back. In the State of Minnesota and everywhere else across the line, branch lines can be built by any persons wherever they desire. We have merely given this Company a power any and every person can enjoy in the United States. The member for Lambton is the last source from which I should have expected opposition to this policy

Hon. Mr. MACKENZIE—What policy?

Sir CHAS. TUPPER—The policy of allowing the syndicate the privilege of constructing branch lines in connection with the road.

Hon. Mr. MACKENZIE—You prohibit everybody else.

Sir CHAS. TUPPER—There is no such prohibition. This remark is only an evidence of the difficulty, the dilemma in which hon. gentlemen opposite find themselves; because they can find

NO LEGITIMATE OBJECTIONS

to this policy they must manufacture them. There is no such provision in the bill, not a line giving a monopoly to these gentlemen, and this Parliament has power to day or will have power next year, after they have ratified this policy, to empower any persons whatever to construct lines in any part of the Northwest. What did the bill submitted by the Minister of the Interior for the late Government provide with regard to the construction of railroads in the Northwest, a bill which embodied the wisdom of the Government of which he was a member? It first provides that any person may construct a railway in the Northwest wherever they choose; they may organize under provisions similiar to those under which parties in the United States may construct branch lines. It went further; we have not given these gentlemen a dollar with which to construct branches; we propose to give them the right of way for branch lines free, and shall be only too glad to do so if they run branches from one end of the country to the other. We felt it was in the interest of the country to give them every facility possible for the strengthening of the trunk lines and the pouring of such volumes of traffic over it as are indispensable to the prosperity of the country, and as may increase the value of our lands beyond any other influence. Not one dollar can they spend in the construction of branches that will not pour large sums into the treasury of Canada by increasing the value of its lands in their neighborhood. But the bill of the late Government did not leave the cost of their construction on the company. The Government generously came to their aid. Everybody could go on and build branches and come with his little bill to the Government for payment. What does the Act say? "The Governor in Council shall reserve every alternate section of ungranted lands to the extent of ten sections per mile, five on each side, exclusive of the sections which, under the Dominion Lands Act, may have been reserved as school sections or allotted to the Hudson's Bay Co. for the purposes of this Act." That was as a bonus to these gentlemen for the construction of this branch line. "Or should the Governor in Council deem it expedient, instead of conveying lands to the Company, the Company may be paid the monies received from the sales of lands on the line of, and within six miles of said railway, from time to time, until the Company shall have received a sum not exceeding $10,000 per mile,—giving a claim to every man who built a mile of it to come to the treasury of Canada and demand $10,000, and yet, with this strong declaration uttered on the floor of the House and placed on the public records of the country, they venture to challenge the soundness of the judgment of the Government of Canada to permit parties without one dollar's aid or one acre of land to construct branch lines for the opening up and development of the Northwest. (Cheers.)

THE BRANCH LINES.

Well, sir, it is said that a great enormity has been committed by the prohibition to construct lines running in any other direction than a certain one southwest, and west by southwest. Well, sir, I am a little surprised to hear any such objection, and I shall listen with great interest to the hon. gentleman on the other side of the House if they have any objection of that kind to make. A year ago, sir, a company with perhaps as strong claims to consideration, as it would be possible for any company to have on the Parliament of Canada, came to us for permission to construct a railway. They asked for no money; they asked no aid; they only asked for permission to contruct a railway of a certain kind. Why did we refuse it? Why, sir, we were very sorry to refuse it, but the Government having taken the subject into careful consideration, decided that inasmuch as Canada was dealing with the construction of the great Canadian Pacific Railway, and inasmuch as the only hope of maintaining this road, and of operating it after it was built, was to retain the traffic of the Canadian Northwest on the trunk line, we came to the conclusion that it was not in the interests of the country, however greatly any section might demand and need it, to construct a line which would carry the traffic of the Northwest out of our country and leave our trunk line, the Canada Pacific, which had cost the country such a great sum of money, denuded of the traffic necessary to sustain it (cheers). Well, sir that policy was announced and deliberately adopted by the Government, and it was my duty as the Minister of Railways to submit it to the small Parliament up-stairs, the railway committee. That committee, sir, embraces the great body of gentlemen on both sides of the House who are prepared to give great consideration and bring their judgment to bear in relation to these questions. I think that it contains 100 members.

Sir LEONARD TILLEY—Ninety-five.

Sir CHAS. TUPPER—The number is 95. I say it is a small Parliament, and when I submitted the deliberate judgment of the Government on this point, to refuse, so far as we were able, to allow that charter to pass, the policy of the Government was adopted by that committee without a single dissentient voice.

Hon. Mr. MACKENZIE—I dissented for one.

Sir CHAS. TUPPER—The hon. gentleman says he dissented; then he was greatly misunderstood. I heard no dissent, but more than that, a deputation which came down from Emerson to seek assistance told me a short time ago that they had an interview with the hon. gentleman and that they could not get any more satisfaction from him than they could obtain from the Government.

Hon. Mr. MACKENZIE—I have no power to give assistance.

Sir CHARLES TUPPER—Then, sir, all I can say is that the hon. gentleman failed in the discharge of the duty of his high position as one of the leading members of this Parliament if he, on an occasion when the Government policy on a great national question was submitted before the railway committee, retains his opinion to himself and does not give that committee the benefit of his judgment and experience.

Hon. Mr. MACKENZIE—I firmly expressed my dissent.

Sir CHAS. TUPPER—Sir, the hon. gentleman does not generally dissent in such a mild way (hear, hear and laughter), as to prevent me from remembering it, and all I can say is that if he dissented he did so so gently that it has passed entirely from my recollection, and I hold that this Government, in devolving the duty of constructing the Canada Pacific Railway on the shoulders of the syndicate, could not reasonably say "the rights which the Government of Canada maintained and publicly declared they had maintained in the interest of Canada and in protection of the traffic of the Canada Pacific Railway, shall be withheld from you, and now that the responsibility of maintaining that traffic is placed upon your shoulders we do not care where the traffic goes to." I say that the interest which we have to-day as Canadians in that railway is the possession of the same national interest, to bring every pound of the traffic of the Northwest which we can bring down through the heart of Canada and down to the seaboard in our own country, as I trust at no distant day will be the case. (Cheers.)

THE RAILWAY RATES.

Well, sir, the hon. member brought up the question of rates the other day in the speech which he delivered to the House on the address. I could then quite understand that the hon. gentleman was about to anchor to the windward, (Hear, hear), and when the hon. gentleman dragged in the question of rates on railways into the discussion the other day, I quite understood that there was a deliberate design in it to forestall the public mind in relation to this matter. Every person knows the great complaints that have been made owing to the disproportionate rates which have been adopted on railways in the United States running through the prairies; but, sir, what is our position with relation to that matter? Why, sir, we have taken power by this contract, which, under the Consolidated Railway Act on the statute book, we do not possess. So far from having yielded anything with relation to rates, the Governor in Council retains power to levy those rates. Not a rate can be collected, not a cent can be collected by that company for anything on their road until the Government, who are responsible to this House, whoever they may be, have given their sanction to what they believe to be just and in the interests of the country. (Cheers.) But, sir, we ascertained that, according to the law Parliament itself had not the power, after the rate was fixed, to reduce it, unless it could be shown that the Company were getting 15 per cent. on their capital. We in this contract have changed that, and have deprived the Company of the power which, under the Consolidated Railway Act every other railway in the country enjoyed, and stipulated a lower rate of profit as the point at which they may be asked to lower their rates. I think, under these circumstances, the hon. gentleman's long discussion on a question that was certainly not before the House, was hardly called for.

Hon. Mr. ANGLIN—Is the profit to be taken upon the capital of the Company or upon the whole money expended upon the construction of the road, because there is a great difference.

Sir CHAS. TUPPER—The hon. gentleman will be greatly relieved to find it is not so bad as he had hoped. It is upon the capital they have expended themselves.

Hon. Mr. ANGLIN—Under the terms of the contract, for there is a doubt about it?

Sir CHAS. TUPPER—That is a question of law upon which I will defer to the hon. gentleman. He had the contract before him, and whatever want of confidence I may have in his political sentiments, I have great confidence in his legal ability. I will not require to say anything more about that. ("No.")

ANOTHER OBJECTION DISPOSED OF.

I am told that some gentlemen are afraid that difficulty will be caused by the clause of the contract which requires the Government to hold, in certain contingencies which may or may not arise, $25,000,000 and 4 per cent interest. Suppose we had to be in the same position the late Minister of Finance was in a year ago, that we expected in 12 months to be in a condition, where instead of paying the 5 per cent we are paying now, we should be able to sell bonds at 4 per cent without any commission; suppose we had ventured to tell hon. gentlemen that we expect in 12 months to be in a condition of being able to obtain all the money that Canada required for its development and to renew the bonds issued at 5 and 6 per cent, as fast as they become due at 4 per cent, without a farthing being paid for commission, they would have laughed at us, but it is a fact staring them in the face, and when we entered into the contract we found that we occupied a position that was likely to furnish us with all the money we wanted. The able Finance Minister, my hon. colleague, told us that he could handle that twenty-five millions of money in such a way as to be eminently advantageous to the interests of Canada if he is called upon to hold it, and it was only after learning that, that we agreed to take it upon these terms. I think, therefore, I need hardly detain the House upon that subject.

THE TELEGRAPH LINES.

With reference to the telegraphs, I am told that there is an objection on that point, but surely no person would have expected the Government of Canada to make a contract with a company who was bound to construct in ten years a road from Red River to Kamloops and a road from Nipissing to Burrard Inlet, some 3,000 miles of road, without the power to erect and operate a telegraph wire! Such a thing would, I think, be unheard of, and when I tell the House that instead of having a monoply, the Government of Canada at this moment retain the Canada Pacific Telegraph in their own hands, and that these parties have not acquired a dollar's worth of rights in the telegraph which has been constructed for a little in excess of one million of dollars, when I tell the House that we retain the ownership of our own line of telegraph, it will see that unless terms are made for the transaction of general business, and for taking over our lines upon terms in the interest of Canada, we are in a position to carry out and to complete our own line, and make it a very sharp competition.

THE QUANTITY OF LAND AVAILABLE.

Now, I am glad to say that I am able to bring my remarks to a conclusion, but before doing so, I will ask the House to indulge me for a moment. I received an extract from the Winnipeg correspondence of the Toronto *Globe* of November 25th:—"So much has been said and written about the size and fertility of the Northwest that it is scarcely necessary to repeat any of it here. Prof. Macoun's recent explorations fully demonstrate the fact that there are about 200,000,000 of acres embraced within Manitoba and the Northwest Territories. A mere fraction of this is as yet settled, so that there are still homes in the Northwest for millions of people. For two hundred miles west most of the good land has been taken up, but beyond that point there is any quantity of the richest land, much of it not even surveyed. The quality of the soil throughout these territories is almost uniformly good. In many places it is unsurpassed. In the Red River Valley, near Winnipeg, farms have been cropped for fifty years without the aid of manure. Further west the soil is somewhat lighter, but in the opinion of many, better adapted for general farming purposes. There is a considerable quantity of waste land, if we take it in the aggregate, but comparatively the percentage is not large, and much of what is now waste land will be reclaimed by drainage before the country is a generation older." Now, sir, I draw attention to that for the purpose of showing hon. gentlemen opposite how small a portion of these fertile lands in the great Northwest is absorbed by the twenty-five millions of acres, which is granted under this contract to the Syndicate. I draw the attention of hon. gentlemen opposite to this, because it was one of the subjects of discussion a year ago. I ventured to state from the best authority, for we have expended a large amount of money for surveys, and a number of our able men have investigated this subject of lands of the Northwest, that 150,000,000 acres of good lands lay between the west of Manitoba and the Rocky Mountains, between the 49th and 57th parallels of North latitude, and hon. members opposite doubted it. Now, we find that Professor McCoun, who is regarded as one of the most able explorers and one of the best qualified men to form a judgment upon the matter, who has spent the last season in going over the country, found that great Missouri section of barren country which was supposed to extend into Canada in the Northwest was in a great manner valuable and fertile land. He found that the idea that it was desert was an entire delusion, and that instead of that a great portion of the lands, thirty millions of acres, which was supposed to be unfit for settlement was fertile. Under these circumstances the House will see that this land has been very much under-estimated.

THE EXEMPTION FROM DUTY CLAUSE.

Before I conclude there is another point that I want to refer to. It is charged against the Government, and it is the last charge in the world that I hope any person will ever be able to sustain against them,—it is a charge of not being true to the National Policy. If the Government of Canada, with the evidence of the past two years before them, were to be faithless to the National policy, they would deserve to be driven from power by the execration of every true-hearted Canadian. I say this is about the last charge that should have been made, but I am told that they have given, under the contract, rights and privileges which are fatal to the National Policy. How fatal to the National Policy? There is nothing in the law, nothing in the statute book that enabled one cent of duty to be collected on anything that has been used for the purpose of constructing the Canada Pacific Railway, not a cent.

Hon. Mr. MACKENZIE—Did the contractors pay the duty?

Sir CHAS. TUPPER—Certainly, but they were building a railway for us, and they were paid an amount that it was estimated would pay them for the work they performed and give them a profit, but every locomotive, every car for the railway that we imported for ourselves, as we have done, could not, by any law that is on the statute book, be charged with duty. So that there is no ground of complaint upon that score. But, sir, that is not the contract. The contract provides only for the admission free of duty of all steel rails, fishplates, and other fastenings, spikes, bolts, wire, timber and all materials for bridges, to be used in the original construction of the railway, and for a telegraph line in connection therewith. Now, sir, what is the duty collected on now? Steel rails are free under the law.

Hon. Mr. MACKENZIE—For how long?

Sir CHAS. TUPPER—So long as the steel rails are not manufactured in this country for the purpose of supplying our own country. The Government felt that the construction of railways was so very important to the development of Canada that they made an exception of steel rails, saying that while steel rails were not manufactured in this country they should be admitted free. Therefore, this limit is to the bolts, nuts, wire, timber, and material for bridges. We judged that by admitting iron for bridges free of duty, we would probably have the bridges constructed of iron, instead of wood. But is there a member of this House who fails to see that if we had not made such a provision, we only had to import these articles ourselves to make them free. I may say that under this contract, the position of the industries of Canada and of the National Policy is better than ever before. The Government intended in this matter, as in everything else, to be true to that policy, which has lifted Canada out of the condition of depression in which our country was; which has lifted the credit of the country, by changing deficits into handsome surpluses; which has vitalized the industries of Canada, got money in circulation, commercial enterprise in operation, and created industries from one end of Canada to the other. We would be faithless to the country and to the position we occupy, if we did not in everything to which we put our hands, maintain the policy in its integrity. (Applause). I may say that the Minister of Finance will be prepared to submit a measure to deal with this very point by which the construction of everything that can be constructed in Canada for the purposes of the railway will be manufactured in our own country. Now, sir, I am glad that I shall not be compelled to trespass further upon the attention of the House.

THE PERORATION.

When I expressed the pride and pleasure it gave me to be able to propound to Parliament a measure which will secure in ten years the construction of the Pacific Railway upon terms more favorable than the most enthusiastic friend of the railway had ventured to hope this Parliament would have the opportunity of putting its seal of ratification to. I have read at some length the able and eloquent statements of hon. gentlemen opposite to show that no men are more bound, as honorable and patriotic statesmen, to give this measure their hearty support than those gentlemen themselves. I am glad to know that if ever there were a measure presented for the consideration of this House, worthy and likely to receive its hearty adoption, it is the measure I have the honor of submitting for its consideration. I have the satisfaction of knowing that throughout this country every man breathed more freely when he learned that the great undertaking of constructing and of operating the railway was to be lifted from the shoulders of the Government, and the liability the country was going to incur was to be brought within not only the limit which in its present financial condition it is prepared to meet, but within such limits that the proceeds from the sale of the lands granted for the construction of the line will wipe out all liabilities at no distant day. But this is the slightest consideration in reference to this question. It is a fact that under the proposals now submitted for the Parliament to consider, this country is going to secure the construction and operation of the gigantic work which is to give new life and vitality to every section of this Dominion. No greater responsibility rests upon any body of men in this Dominion, than rests upon the Government of Canada, placed as it is in a position to deal with the enormous work of the development of such a country as Providence has given us. And I say we would be traitors to ourselves and to our children if we should hesitate to secure, on terms such as we have the pleasure of submitting to Parliament, the construction of this work, which is going to develop all the enormous resources of the Northwest, and to pour into that country a tide of population which will be a tower of strength to every part of Canada—a tide of industrious and intelligent men, who will not only produce natural as well as individual wealth in that section of the Dominion, but will create such a demand for the supplies which must come from the older provinces as will give new life and vitality to every industry in which those provinces are engaged. Under these circumstances we had a right to expect that support, which, in justice to themselves and their position as statesmen, the hon. gentlemen opposite should give us. I say, sir, that, looking at this matter from a party point of view, the lowest point of view, I feel that the gentlemen by following the course they propose, are promoting the interests of the party now in power, just as they promoted our interests when they placed themselves in antagonism to the National Policy which the great mass of the people desired. Sir, I am disappointed at the course of the hon. gentlemen. I regret if, notwithstanding that it conduces to the interests of our own party. On past occasions I made the most earnest appeal in my power to those gentlemen to sink on one great national question partisan feelings to enable both sides of this House and both parties of this country to unite in a great measure that did not require to be dragged down into the arena of party, and which would be promoted, and largely promoted by a combination of both of the great parties in this country. The hon. gentlemen refused to respond to that appeal and, therefore, I will not waste time on the present occasion by pointing out to them how desirable it is now, but I did hope when we abandoned this railway as a Government work, and when it became a commercial undertaking it would be otherwise; and one of the reasons—one of the great necessities for changing our base—one of the great necessities to place this work on a commercial footing at the earliest opportunity—was that we became aware from the events of the last two sessions that while we dealt with it as a Government railway it was to be dragged down from its high position to the arena of partisan politics. In order to obstruct the Government, in order to prevent our carrying out the policy as we were carrying it, these gentlemen were driven to assume the unpatriotic attitude of decrying the credit and capabilities of our country and damaging the prospects of this great work. I am glad that we have triumphed over such opposition, and that despite that obstruction we have surmounted the great difficulty, that despite all the obstruction they could throw in our way the time has come when enlightened capitalists, best acquainted with the resources of Canada, are prepared to throw themselves into the construction of this great railway. I say I was in hope, now that we have abandoned it as a Government work and it is placed on a commercial foundation, that those gentlemen could, without loss of party prestige, unite with us on this great question, and on giving to this syndicate who are charged with this important and onerous undertaking, that fair, handsome and generous support that men engaged in a great national work in any country are entitled to receive at the hands not only of the Government of the country, but of every patriotic member of Parliament. Sir, I say I have been disappointed, but I hope upon future reflection, at no distant day, when the results of this measure which we are now submitting for the approval of Parliament, and which I trust and confidently expect will obtain the sanction of this House, will be such as to compel these gentlemen, openly and candidly, to admit that in taking the course which we have followed we have done what is calculated to promote the best interests of the country, and that it has been attended with a success exceeding our most sanguine expectations. I can only say, in conclusion, after some five-and-twenty years of public life, I shall feel it the greatest source of pleasure that the quarter of a century has afforded me, as I am satisfied that my right hon. friend beside me will feel that it crowns the success of his public life, that while Premier of this country his Government were able to carry through Parliament a measure of such inestimable value to the progress of Canada; so I can feel, if I have no other bequest to leave to my children after me, the proudest legacy I would desire to leave was the record that I was able to take an active part in the promotion of this great measure by which, I believe, Canada will receive an impetus that will make it a great and powerful country at no distant date.

The hon. gentleman resumed his seat amid great applause from both sides of the House.

AN Italian not long since rode a native mare, six years old from Turin to Casale, fifty-eight miles, in five hours, under a burning sun, at a temperature of 88 deg., and amid suffocating dust. The return journey was made in a rain storm in six hours, and the mare, it is said, was none the worse for the tremendous effort.

JAPANESE paper air cushions are said to have some advantages over those made of rubber. They may be rolled into a package of smaller dimensions, when not in use; they will not stick together as rubber does after it is wet, and for pillows they are better because they have no odor. Their strength is marvellous; a man weighing 160 pounds may stand upon one without bursting it. They are said to be waterproof, and to make excellent life preservers.

THE PUBLIC ACCOUNTS.

Consolidated Revenue Fund.

The following is a comparative statement of the total receipts and expenditures on account of Consolidated Revenue fund for six months from 1st July to 30th November, in 1879 and 1880, respectively; cents are omitted. A mere glance will suffice to show the enormous improvement in the financial condition of the Dominion, and the justification for the anticipation in the Speech from the Throne of a handsome surplus this year:—

RECEIPTS.

	1879-80.	1880-81.
Customs	$5,611,242	$7,481,201
Excise	1,595,188	2,258,717
Post office	406,146	469,227
Revenue from Public Works	256,930	282,015
Revenue from minor Public Works	1,775	2,772
Revenue from railways	377,141	186,294
Bill stamp du'y	80,783	82,199
Interest on investments	56,696	89,643
Casual	19,114	44,822
Ordnance lands	10,233	16,589
Bank imposts	1,858	1,951
Fines and forfeitures	20,869	14,738
Premium, discount and exchange	19,982	43,258
Mariners' fund	16,344	25,019
Harbour police	11,995	19,309
Steamboat inspection	2,029	2,388
Gas inspection	986	992
Fisheries	3,122	5,112
Cullers' fees	14,365	21,987
Militia	8,786	10,983
Penitentiaries	9,961	13,417
Weights and measures	1,603	12,194
Marine hospitals	187	13
Harbour improvements	1,974	1,095
Canada Gazette	197	990
Superannuation fund	6,871	8,951
Lighthouse and coast service	263	354
Dominion lands	23,229	40,249
Military College	7,240	5,913
Law stamps	.....	370
Law fees, Maritime Court, Ontario	.....	91
Supreme Court reports	218	2,682
Intercolonial Railway Receipts Suspension Act	*373,803	686,867
Prince Edward Island Railway Receipts Suspension Act	**26,122	43,041
Pacific Railway Receipts Suspension Act	.....	136,180
Windsor Branch Intercolonial Railway	.....	10,739
Total consolidated fund	$8,965,217	$12,025,370

*Transfers to railways made to end of September, and transfers made to end of July respectively.

**Transfers made to end of October, and transfers made to end of September, respectively.

PAYMENTS.

	1879-80	1886-81
Interest on public debt	$2,215,186	$2,216,180
Charges of management	41,733	54,459
Sinking fund	514,035	518,300
Premium discount and exchange	24,886	14,655
Civil Government	369,501	370,493
Administration of Justice	179,721	189,972
Police	3,692	5,513
Legislation	33,516	83,459
Penitentiaries	86,023	109,956
Arts, agriculture and statistics	8,909	8,951
Census 1881	570	2,439
Immigration and quarantine	73,015	106,763
Pensions	56,389	49,463
Superannuation	37,382	47,323
Militia and enrolled forces	401,704	340,869
Mounted police, Manitoba	179,862	168,065
Money order commission	4,551	666
Public works and buildings	540,137	594,087
Ocean and river service	159,866	148,944
Lighthouse and coast service	130,154	156,659
Fisheries	15,669	19,983
Geological survey	19,987	21,883
Marine hospital and sick mariners	14,697	11,917
Steamboat inspection	2,541	3,701
Insurance inspection	.....	3,508
Maintenance of local offices	2,222	2,624
Scientific institutions	15,066	15,797
Dominion lands	35,176	24,685
Culling timber	20,922	21,152
Sydney Exhibition	750	nil
Subsidies to Provinces	1,867,002	1,904,482
Paris Exhibition	142	138
Indians	385,486	277,350
Miscellaneous	16,836	8,363
Charges on Revenue:		
Customs	301,432	303,763
Excise	105,970	84,534
Weights and measures	14,393	24,724
Inspection of staples	465	547
Adulteration of food	2,341	448
Post Office	732,679	772,904
Public Works	200,294	202,733
Pacific Railway Commission	nil	50
Railways working expense	*432,651	†216,409
Minor revenue	6,196	8,699
Total consolidated fund	$9,242,690	$9,114,679

* Represents transfers for Intercolonial Railway to end of September.

† Represents transfers for Intercolonial Railway to end of July, and for P. E. I. Railway to end of September.

RANKE is not content with his previous attempts in the historical field; he is now engaged on a universal history of the world.

THE month of November witnessed the first issue of a London University list in which the Bachelor of Arts degree is granted to lady candidates, two being placed in the first class and two in the second.

Mr. J. MCCARTHY, M. P., has launched into authorship deeper than ever. He is at present writing a new work of fiction, and at the same time engaged upon ths "History of the First Reform Period."

R. WORTHINGTON announces "Pompeii, its Remains and Rediscovery." This important work has been out of print so long a time that copies of the previous edition commanded quadruple the published price.

THE Rev. Sylvanus Stall, author of the new and popular book entitled "How to Pay Church Debts and How to Keep Churches Out of Debt," has received and accepted a call to St. John's Lutheran Chuach, of Lancaster, Penn.

DON P. de Gayangos has discovered in the course of his researches at Simancas interesting notices of Cervantes, and also of other great writers of the golden age of Spanish literature, more especially of Lope de Vega and Calderon.

A SECOND edition of "Kirkbride on Hospitals for the Insane" has been issued by J. B. Lippincott & Co. There are revisions, additions, and new illustrations. Charts and views show the character and details of buildings advocated for insane patients; the book treats thoroughly of the construction, organizatton, the general arrangements of establishments of the kind.

MACMILLAN & Co., will publish