THIRD SESSION OF THE FOURTH PARLIAMENT

From Our Own Reporters.

THE SENATE. OTTAWA, Dec. 15.

In the Senate to-day,
Mr. CAMPBELL introduced a bill intituled
An Act to amend chapter 15, 39 Vic., 1876, entitled 'An Act to make provision for the crossing of navigable waters by railway and other road companies incorporated under provincial Acts.'".

THE DEATH OF MR. CHRISTIE. Mr. SPEAKER informed the House that

Mr. SPEAKER informed the House that he had received a telegram announcing the death of Mr. Christie to-day.

Mr. SCOTT—Fam sure we all feel deeply grieved at the melancholy intelligence that his Honour the Speaker has conveyed to the members of this House. The late gentleman filled important positions in this country, having been, I believe, first elected to the old Parliament of Canada in 1851, and almost consecutively since that period occupied a position in one or other branch of the Legislature. The deceased gentleman also held the position of Privy Councillor, having been sworn in in 1874. held the position of Privy Council-lor, having been sworn in in 1874. He was my predecessor in the office of Secretary of State, and subsequently oc-cupied the position which you now fill. We all remember that although loyal to his party; although having strong feelings of allegiance to those with whom he was in sympathy poli-tically during his incumbency of that chair, his decisions were received in this House as coming from one who pronounced them judicially. I am aware that it is the rule in this Chamber that when a departure takes place among the members of the Senate, it is not customary of late years for an adjournment to be moved. However, considerng the exceptional position which the deceased gentleman occupied, that of having filled the chair in this body, I think the rule might with all prepriety on the present occasion be departed from, and I am quite sure that this Chamber will mark its feeling of regret at the loss it has sustained by adjourning out of respect for the memory of the late Hon. David Christie.

Mr. CAMPBELL concurred in the remarks of his hon. friend (Mr. Scott), and suggested that he should amend his motion to appoint two members to be present at the funeral of the late Senator on the part of the Senate. Mr. SCOTT accepted the suggestion. The Senate adjourned at 3.50 p.m.

## HOUSE OF COMMONS.

OTTAWA, Dec. 15. The member for Joliette, Mr. McConville,

THE PACIFIC RAILWAY. Mr. BLAKE moved for copies of the contract or agreement entered into with certain contractors for the construction of the Pacific railway last summer, during the visit to England of the First Minister, the Minister of Railways, and the Minister of Agriculture. He said that the cable from time to time and the property of the beauty of the Minister of Minister. ed during the absence of the Ministers

nounced during the absence of the Ministers in England that an arrangement had been arrived at with European capitalists.

Sir JOHN MACDONALD said he objected to the motion on the same ground that he objected to the previous motion of the same character introduced by the hon. gentleman. The hon member had said that a number of cations had come across the Atlantic. lose communications he was not re-ible neither were his colleagues. It well known in England that no ing on. It was a matter that occurion of the Stock Exchange.

the statements on one side and the statements on the other. It was contrary to all rule and precedent that anything but the final result should be submitted, in view of which he declined to accede to the motion.

Mr. CASEY said the House had a right to have all the research for the Contract of the con knew all the reasons for the Government arriving at the decision which they reached, and to have communication of all the offers and negotiations which had taken place between the Administration and the capitalists

divided; yeas, 53; nays, 120.

The members were called in and the House divided; yeas, 53; nays, 120.

YEAS—Mesers. Anglin, Bain, Bechard, Blake, Boeden, Bourassa. Brown, Burpee (St. John), Burpee (St. John), Burpee (St. John), Burpee (Sunbury), Cameron (Huron), Cartwright, Casey, Casgrain, Chanton, Cockburn Maskoka), Dumont, Fiset, Fleming, Flyan, Geoffrion, Gillies, Gilmor, Glen, Gunn, Haddow, Holten, Huntington, Kilham, King, Lanne, Laurier, Macdonell (Lanark), Mackenzie, McLaurier, Macdonell (Lanark), Mackenzie, McJaurier, Macdonell (Lanark), Bourier, Sagrain, Sowell, Brokerson (Brail), Pogerson, Soushard, Rimfret, Robertson (Bladimand), Welon, Weler, Wiser-Si, Raker, Beaty, Beauchesne, Beoth, McJaurier, Caron, McJaurier, Bergeron, Bergin, Bill, Bolduc, Boultbee, Sourbean, Bowell, Brecken, Brooks, Buhster, Junting, Cameron (Victoria), Carling, Caron, Jiron, Colby, Connell, Coughlin, Coursol, Chries, Cuthbert, Daly, Dawson, Desjardins, Jonnille, Drew, Dugas, Elliott, Farrow, erguson, Fitzsimons, Fortin, Fulton, Gault, Manti, Girouard (Jacques Cartier), Girouard, Kanti, Grandbois, Haggart, Hay, Hesper, Houde, Lyes, Jackson, Des, Hopper, Houde, Lyes, Jackson, Des, Kaulhach, Keeler, Kilvart, Kirk, Errick, Kranz, Landry, Lane, Langeyin, McJonald (Oge Breton), McDonald (Bir John), cDonald (Oge Breton), McDonald (Bir John), cDonald (Oge Breton), McDonald (Picton), cDonald (Victoria, N.S.), MacMillan, McCaller, McLennan, McLeod, Chuade, McCorry, Manson, Masson, Massue, erner, Mongenais, Montplaisir, Mousseah, Litart, O'Connor, Orton, Patterson (Essex), Brand, Montreal, Shaw, Porouper, Richey, Itar, Kirk, Plumb, Pope ompton), Pope (Queen's), Poupore, Richey, Itar, Strange, Tasse, Tellier, Tilley, Tuppen, Lies, Vanasse, Wade, Wallace, Norfolk, dlace (York), White (Cardwell), White (Haster), Williams, Wrigit-120, McMille (Benfrew), Williams,

Rochester. Rois (Dundae). Evolution. Routher, Royal Ryan (Montreal), Shaw, Spronder. Strange. Tassay. Tellier, Tilley, Toppes the Strange. Tassay. Tellier, Tilley, Notfolk, Wallane Ffork, Wallane Ffork

ster of Railways than the fact that the Minister of Kallways should have supposed he was securing what the Allan contract secured, when in fact he was securing something altogether different and very inferior? The Union Facific had been constructed under very discreditable auspices. The company had resorted to the device of the contracting it with themselves for contractors. The company had resorted to the device of contracting it with themselves for contractors, building the road, issuing bonds to the full extent, and then dividing the bonds and proceeds. This was the report of a Committee of the House of Representatives on the Credit Mobilier agandal. It was reported the United States was fast filling with gigantic corporations, wielding and controlling vast powers, influencing largely the State Legislatures, and in fact becoming the ruling power of the State; and within a few years Congress, to some extent, had been brought under similar influences. The same thing, he feared, was becoming true of this country. The men entrusted with the management of the Union Pacific bargained with themselves to build the line for about twice the actual cost, and pocketed the profits, estimated at about \$30,000,000, taken out of the pockets of the tax-rayers, of the United States. If for "themselves" was substituted the "Government," then they would have a quotation equally selves" was substituted the "Government," then they would have a quotation equally applicable to the present circumstances. (Hear, hear.) According to last year's estimates the Canadian Pacific railway would cost \$61,800,000, exclusive of interest under the proposed arrangement. The total expenditure, according to the present estimates, would be \$88,500,000, leaving \$26,700,000 to be provided by the syndicate. If they adopted this year's estimates the cash provided by the country would be reduced by \$3,500,000, and this would leave the total cash expenditure for the country at \$58,300,000. The cost of the whole work was reduced by \$9,000,000, so the total cost was \$79,500,000, which would leave the difference between which would leave the difference between \$58,300,000 and \$79,500,000 to be provided by the company, a sum of \$21,200,000 only. He was not disposed to let the Minister of Railways take one line of estimate for the Government and another for the syndicate. Whatever estimate was applicable to one was applicable to both. The provision of freedom from taxation on the road alone, if nothing was said about the freedom of taxation of the lands on the whole railway, was worth far more to any company owning the road than these twenty-one or twenty-six nillions. One railway company had already refused for a large portion of their lands \$5 per acrc. This line was to be constructed for \$15,000 a mile, and the fortunate stockholders would then be able to build the road

free of cost, and probably have four or five millions besides out of the sale of their lands. If the lands were valued at \$4 an acre, the value of the concessions would be found to be \$162,000,000, and if at \$2, \$101,000,000 for a cres. if at \$2, \$101,000,000 for a cash expenditure on the part of the syndicate of \$26,700,000, according to last year's estimates. Accordto this year's estimates. According to this year's estimates, the country was to expend in cash and works \$58,300,000 only, and taking \$101,000,000 as the value of the land, they found the total would be \$159,300,000. This subject could be examined in another light, that of the amount realized from the lands to be sold. The Government settimated last were that 10 800 only. estimated last year that 10,880,000 acres of railway lands would be sold in ten years; and if that quantity was sold under the present arrangement the syndicate would get in \$11,000,000 in ten years and \$8,580,000 subsequently, or \$19,580,000 in all; while the Government would only, if it sold its lands at the rate they had already laid down as the proper rate, get in \$12,000,000 in the ten years, or not enough to nay the interest. ten years, or not enough to pay the interest on the capital account. The syndicate had therefore an immense advantage. But it was said that the limit of the country's liability inds of rumours were set afloat, some mich were correct and some incorrect, could see, it was the limit of the syndicate and some incorrect, could see, it was the limit of the syndicate and th the company \$9,000,000 in money, leaving a they went to England, where they difference of only \$1,800,000 between the cash met with failure. On their return difference of only \$1,800,000 between the cash me subsidy and the actual cost. But to meet to this difference of \$1,800,000, the Government gave 11,260,000 acres of choice land, which

gave 11,259,000 acres of choice land, which valued at \$4 an acre, would be worth \$45,000,000, and at \$2 an acre, \$22,500,000. Thus, valuing the lands at the highest rate, the company after building the road would have a surplus of \$43,600,000, or at the lowest valuation of the lands of \$20,000,000. At the highest calculation the company would clear \$48,000 a mile, and at the lowest \$23,000 a mile. But if the acceptance which is the second of the lands of \$20,000,000. he was bound to make some sort of a bargain, for how could he meet Parliament and confess that he had failed? The meu, therefore, who had him in their grip secured pound of flesh upon pound of flesh until the monstrous bargain now before the House was completed. bargain now before the House was completed. The contract only deserved to be rejected. That it would be rejected by the House he could not hope; but he had no doubt that an indignant country would take the earliest opportunity to inflict the penalty upon these offenders for the second time, who, having once betrayed the country's honour and having been forgiven, had taken advantage of a too confiding people to again betray their \$23,000 a mile. But if the section was constructed upon the lower estimate, the company would receive a surplus of \$44,850 a mile at the highest estimate of the value of the land, or \$23,520 at the lowest estimate. the land, or \$23,520 at the lowest estimate. Now the next section was from near Jasper House to Kamloops, a distance of 420 miles. The cost of that section was estimated at \$18,200,000. The cash subsidy given was \$6,000,000. The deficiency, therefore, was \$12,200,000. To meet that 7,500,too confiding people to again betray their material and vital interests. (Loud Opposition cheers.) given was \$12,200,000. To meet that 7,500,000 acres were given. If this land was valued at \$4.05 an acre the entire grant would be worth \$30,300,000. If they were valued at \$3.15 the grant would be worth \$23,350,000. If they were valued at \$3.15 the grant would be worth \$15,000,000. Thus, by valuing the land at the highest rate, the acompany would, after building the road, have a surplus of about \$23,000,000, while at the lowest rate ther would be a surplus of nine millions. Calculating by the mileage, the surplus per mile on this section which the company would realize would be, reckoning the land at the highest estimate, \$40,000 a mile; reckoning at the lower estimate \$20,000 per mile; or reckoning them at the lowest estimate, \$6,222 a mile. This was supposing the total cost of the section was \$18,200,000. But supposing the construction would cost as estimated by the Minister of Railways in the new estimate. The following bill was introduced and read a first time:

An Act to repeal the Supreme and Exchequer Court Act and the Acts amending the same.—Mr. Keeler.

PREVENTION OF FRAUD.

Mr. CASGRAIN introduced a bill for the letter prevention of fraud in relation to constracts involving expenditure of public moneys. He explained that for a number of years contractors in connection with Government contracts had resorted to various means to defraud the Government for the benefit of the lowest tenderer. Also recently in the Public Departments private information had been given to tenderers detrimental to the public interests. It appeared that the Government owing to these practices had lost \$219,000, which had in fact been fraudulently extracted from the public treasury. The bill was intended to prevent the recurrence of these acts, and it would forbid, under pain of severe penalties, contractors subscribing directly or indirectly to election funds. The penalties would be inflicted both by fine and imprisonment. and imprisonment.

Sir JOHN MACDONALD said he had no objection to the first reading of the bill. It was desirable that members should be allowed was desirable that members should be allowed as far as possible perfect freedom of discussion regarding any matters that might arise; but he thought that his hon friend might just as well have reserved the remarks he made until the bill was presented and they could enter on a discussion of its principle.

The bill was read a first time.

The bill was read a first time. THE PACIFIC CONTRACTS Mr. BLAKE moved for copies of all the papers showing any modifications made under the provisions of any of the contracts for the construction of any part of the Canadian Pacific railway prior to the 21st October last, and referred to in the contract brought down this session. He understood that modifications had been made in the contracts which the Government were to finish, and it was in-order to find out what these modifications. were that he asked for the papers mentioned were that he asked for the papers mentioned in the motion. The papers, in his opinion, should have been brought down by the Government before the House was asked to adopt the contract.

Sir JOHN MACDONALD—My hon, friend is getting reasonable. I shall therefore have no objection to the passage of this resolution, and shall see that it is attended to immediately

Mr. LANGEVIN moved the adjournment

FIRST READING.

PREVENTION OF FRAUD.

OTTAWA, Dec. 16.

The House adjourned at 11.45.

diately. The motion was carried. SOUTH-EAST BAY. Mr. BLAKE moved for copies, of any re-ports of surveys made since last session on

RAILWAY LAND GRANTS.

much from every man's business as possible without compelling him to shut up. In this case the company had not only the opportunity of exercising all the power which other companies exercised for getting high freight rates, but it was secured from competition. This was, to his mind, one of the worst features in the measure, for it would no doubt keep up the freight rates. Why, if there was a provision in the law fixing the rates with due regard to the actual cost of the enterprise providing for a profit of 20 per cent. even it would not be so bad, for the reasons already given. He objected Mr. BLAKE moved an address for a copy of the order-in-Council granting about 1,328, 000 acres of land in the North-West and Manitoba to the South-Western Colonization Sir JQHN MACDONALD said there could be no objection to bringing down the order in-Coungil respecting the route of the railway. In regard to the grant of land for railway, in regard to the grant of land for railway purposes, he might say it was not correctly described as a grant. The land was sold in the ordinary way to the company just as it would be sold to any individual. The Honse would remember that the whole scheme regulating the sale of the land was submitted to Parliament, and that it provided for the sale of lands in belt A at \$1, and in belt E at \$1. The railway company came as ordinary purchasers and bought lands in belt E, and had no advantage that other purchasers could not get. It was of very great importance that the land should be sold, not to speculators, but to a railway company, whose object was to build and own a line through the country and open it up. The motion was carried.

Mr. BLAKE moved for the copy of an order-in-Council granting tracts of land in the Next W. for the reasons already given. for the reasons already given. He objected to the undertaking per se, but he objected also for the additional reason that in his opinion the interests of the country demanded the construction of the Sault line. In his apinion a company could be easily secured to build, that one for the subsidy offered now for a line from South East Bay to Sturgeon er. An offer he was aware had been many the Government for the construction of the line, but he believed that a company would undertake the line upon even more favourable terms than those offered, and upon far more reasonable terms than those offered, and upon far more reasonable terms than those on more proposed to the

than those offered, and upon far more reasonable terms than those now proposed to the House. The Sault line would give a through line to the North-West in three years, or seven years earlier than a through route would be provided under the present proposal. Besides, that, it would take the freight of hundreds of miles of American territory with a population of 1,200,000, and it would connect with the Northern Pacific and have thereby the trade of the Wastern States. order-in-Council granting tracts of land in the North-West to any railway company other than the Manitoba and South-Western Colo nization Railway Company.
Sir JOHN MACDONALD said that from Sir JOHN MACDONALD said that from his point of view, and he thought from that of his hon, friend the member for Bothwell, when they could get money for lands they had better sell them; and if any of these railways ran through any of the belts, they would be very glad to sell the railways land in odd-numbered sections at the prices set for each belt, whether it be five or one dollar an acre.

The motion was carried. have thereby the trade of the Western States in the future. Moreover, they could get con-nection with San Francisco by this line, He advocated the shortest and best route, whether north or south of Lake Nipissing. This route was of vital importance to Canada. The distance from Glyndon to Montreal by the Sault was 1,307 miles, and the line by Sault mines, by south-east bay and thence to Brockville and thence to New York was the shortest line by our projected means of communication that could be ob BRITISH COLUMBIA LANDS. Mr. BLAKE moved for copies of the orders in-Council and correspondence touching the lands appropriated for the construction of the Pacific railway in the province of British

means of communication that could be obtained. The distance from Glyndon to New York was 1,506 miles, a saving of 249 miles. Of course gigantic efforts would be made by the existing lines which controlled this trade to retain it, but with 300 miles by rail and 200 miles by water of advantage, we were bound to win if we only acted in time and strethed forth our hands to the fortune that Columbia,
Sir JOHN MACDONALD said he had no objection to the motion. There had been some correspondence the subject, and he fancied that it would end satisfactorily. was awaiting us. This was the time. These connections should be made as soon as possible. This was matter of great importance and immediate action was of prime import-The motion was carried. THE ISLAND RAILWAY. Mr. BLAKE moved for the correspondence with the Government of British Columbia or with any person in that province respecting ance. The Minister of Railways had stated that we could obtain American trade by the Sault line, and then could we not keep our own trade if this line was built? This inevitably followed. It was not wholly an Ontario question. The business and the national interests demanded a nearer route for freight and immigrates in this direction and the route which

the Island railway.

Mr. RUNSTER said he was glad to see the leader of the Opposition taking such an in-terest in the affairs of British Columbia, which he had so much libelled. He believed the hon, gentleman would rather see British Columbia go than stay in the Union. The motion was carried.

THE SALE TO MR. BRASSEY. vocate that this province or the province of Quebec had separate interests in this matter, the general interest should alone be considered. Moreover, this great object could be obtained in three years. It was of the highest importance to advance the fortunes of the North-West. A short rail and water route, by the Sault Ste. Marie and Pembina branch, should be secured as speedily as possible. The freights which would pass over this route would go to Montreal, and of course return freights would be commanded. This route would be of advantage to Ontario, but great advantage would go to Quebec. We could control the trade of the North-West legitimately, and on no account would he advocate such control on other terms in the interests of posterity. The other ground of argument Mr. BLAKE moved for copies of the orders-

troi on other terms in the interests of posterity. The other ground of argument was wholly indefensible. He thought the Michigan, Minnesota, Montana, Idaho, and Washington Territories could be commercially annexed by this scheme. He only desired that Ontario should not be placed at a disadvantage. He could not understand why it was that this monstrous bargain was brought down to Parliament; a bargain which involved great liabilities and handed over all the profits the nation might derive from the appenditure to a corporation. Had the Government power for dispose of such lands. Mr. Brassey, who, he might say, had no desire to be a monopolist, and quite understood that all these portions of land fit for agricultural scale that are that are larged tracts of blocks would be sold to anyone. That was the rule, and the Government adhered to it. As the House knew, there were large tracts of country fit only for cattle ranches. Land

having alarmed the country by their premature policy, they were forced to devise a scheme by which to get rid of the road; so focuntry fit only for cattle ranches. Land they went to England, where they met with failure. On their return to Canada, the Premier announced that his negotiations in England had been successful. Some people believed him; many did not; but having made the announcement, he was bound to make some sort of a bargain for how could he meet Parliament and confess that he had failed? The men, therefore,

ranches.
Sir JOHN MACDONALD said he thought there was.
Mr. BLAKE—At what price do you propose to sell?
Sir JOHN MACDONALD said Mr. Bras sey was quite willing to pay the regulation prices—about a dollar an acre, he supposed. Sir RICHARD CARTWRIGHT said he was glad to hear the explanation of the Mir ister. He had seen some statements made, and he had thought it would be an astonishing thing if lands fit for settlement should be sold in large blocks. He hoped care would be taken to see that the lands sold for cattle

ranches were not agricultural lands.
Sir JOHN MACDONALD said every car would be taken to provide against that. Some land which had been thought unfit for for settlement had, he was happy to say, turned out to be really good land. The motion passed.

THE CUSTOMS LAW. Mr. CASEY moved for a statement respect ing all the seizures of goods made by the Customs authorities since the introduction of the present tariff.
Mr. BOWELL said the Government could have no possible objection to bringing down the papers, but he would suggest an addition to the motion calling for the result of ap-

praisement.
The motion was carried.

MR. BODWELL'S CASE. Mr. ROSS (Middlesex) moved for copies of Mr. ROSS (Middlesex) moved for copies of all correspondence and other papers on which was based the commission issued on the case of Mr. E. V. Bodwell, then superintendent of the Welland canal. Mr. Bodwell, he said, was an efficient officer; he had performed his duty satisfactorily on the canal, but was nevertheless removed from his office, and, at great inconvenience to himself, sent to British Columbia. He wished to find the reasons why Mr. Bodwell was removed. If Mr. Bodwell was unworthy to hold office, it was certainly strange that he should have been given another position under the Government. another position under the Government.
Sir CHARLES TUPPER said he was a little surprised that the motion had come up. Still he had not the slightest objection to bringing down the papers. There was an extraordinary circumstance in connection with this motion. It was on the paper last year. Mr. Bodwell was at that time in Ottawa for the purpose of acquisiting himself with the duties of the office to which he had been appointed but the paties. pointed, but the motion was removed from the paper by the political friend of Mr. Bod-wall who put it on the paper. It was re-moved no doubt at his own request. He (Sir Charles) had reason to believe that Mr. Bod-well did not complain in the least at his treat-ment by the Government for the Covernment of the Covernment for the Cov

secured the transference.
Sir JOHN MACDONALD said that as he nnderstood it, there were certain com-plaints against Mr. Bodwell. These com-plaints were sent in, there was an enquiry, and Mr. Bodwell retained counsel. When the papers were brought down it; would be seen that Mr. Bodwell had hean treated with every consideration. been treated with every consideration, that he had been appointed to a respectable office of accountability, and that he was made a civil servant, which he was not before. a civil servant, which he was not before. Hon, gentlemen opposite might say that his salary was less than was his salary as superintendent of the canal. It was, but the salary of the present superintendent was less too, for the Government thought the salary previously paid was altogether too high. Hon, gentlemen might also say that the cost of living is dearer in British Columbia than here. If it was, there was this to be said, Mr. Bodwell had the chance of rising in the Civil Service, which he did not have when on the canal. the canal.

The motion was carried. NEWSPAPER POSTAGE. Mr. CHARLTON moved for a return show ing the postage paid in each month of the year ending June 30th, 1880, by the daily newspapers of Ontario and Quebec. Sir JOHN MACDONALD asked the hon. sir JOHN MACDONALD asked the hon, gentleman to explain. Such information had always been refused in England and by the Post Office Department here. This concerned matters of private enterprise among the newspapers, and a general return would be an interference with private business. He was quite sure that it would not be granted in the States.

e States.

Mr. CHARLTON said he believed that this information was always given in the United States. It was in the public interest, as there were disputes as to circulation in which advertising was solicited. Mr. MILLS remarked that it was nothing nore than a committee could compel under

ertain circumstances, Sir JOHN MACDONALD—A newspape is a private enterprise surely. This is really a most unwarrantable request though, perhaps, it shows laudable curiosity in the honmember for North Norfolk. The information annot be granted. The motion was lost.

The House adjourned at 10.40 p.m.

OTTAWA, Dec. 17. The Speaker took the chair at 3 p.m. PETITIONS AND BILLS. Mr. BEATY presented a petition in favour

of the bill to incorporate the Saskatchewar and Peace River Railway Company. Dr. BERGIN introduced a bill to regulate the hours of labour in workshops, mills, and factories of the Dominion of Canada and for

other purposes. Rend first time. THE SYNDICATE DEBATE. Mr. LANGEVIN resumed the debate, He said he felt the responsibility resting upon him in answering the arguments of the leader of the Opposition. This question was one of the greatest, and probably the most important, which could occupy the deliberations of the House, and the greatest ever submitted to Parliament. The importance areas from the Parliament. The importance arose from the fact that this great subject had occupied the attention of Parliament during the last ten years. The construction of the road must lead to the greatest and most happy consequences to this country. The subsidies in money and land to be given to the undertaking were of great magnitude, and though offers were requested in this connection so were ago, none were received, while to-they found a number of capitalists bold eno-to undertake the construction of the wo respecting which Parliament and the Gove respecting which Parliament and the Government, and probably the people themselves, entertained great apprehensions, fearing the amount of money required in accordance with the old plan would deplete our resources so that for many years we should be unable toundertake any other important public work. These capitalists, gentlemen of high standing and respectability, of largeneans, backed most likely by others of equal pecuniary strength, came to the Government and stated that they were ready to take the position of the Government so far as this railway was conthey were ready to take the position of the Government so far as this railway was concerned and undertake the construction of the Pacific railway, and moreover, work it for all time to come, provided that they could agree to terms which they submitted. These terms had been laid before the House. Before entering into details of the measure he asked permission to go back to the time when this great enterprise was fer the first time mooted, and see what had been done in this relation from that date until the present. elation from that date until the present. relation from that date until the present. He touched upon the conditions under which the province of British Columbia entered into the Union, and pointed out that the late Government had fully committed the country to the construction of this railway by building certain sections of the road, without the completion of which the money expended would have been entirely theory. certain sections of the road, without the completion of which the money expended would have been entirely thrown away. Certainly, the leader of the Opposition last year sneered at the idea of pushing the road into British Columbia, on the ground that the population of that province was small. It was a pity the honourable gentleman looked upon this matter from a sectional point of view. Why could he not look upon it as a national question? The population of British Columbia was small. The population of the North-West was insignificant, but there was no reason why this country should not increase as rapidly as had that of the neighbouring Republic. (Applause.) The leader of the Opposition had announced that in ten minutes he would demolish the first two and a half hours of the Minister of Railways speech, but ten minutes lengthened into an hour and a half, and he left it to the House whether the hon gentleman had failed in his task. (Applause.) The hon, gentleman had said that this was the second time that the Government had sacrificed the honour of the country.

Mr RLAKE—What I said was that the

country.
Mr. BLAKE—What I said was that the

Mr. BLAKE—What I said was that the last time you were in power you sacrificed our honour, this time our interests.

Mr. LANGEVIN—The hon. gentleman said that this was the second time that we had sacrificed the honour of our country.

Mr. BLAKE—No, no,

Mr. LANGEVIN—It may have been a lapeus linqua, but I heard the hon. gentleman say so. I took down his words. He went on to point out that the Opposition had always opposed the great schemes which had been broughs forward and had been assented to by Parliament in the interest of this country. They opposed the Grand Trunk railway and they opposed the Intercolonial railway. They asserted that the building of the Intercolonial would ruin this country, and they advonial would ruin this country, and they advonial

could induce immigrants to come to Canada. How then could it be a matter of surprise that the speech and beautiful photograph of the hon. gentleman had been circulated in thousands of copies over England and Europe by the railway companies of the United States, in support of their immigration schemes? Immigration to our North-West was not aided by the efforts of hon. gentlemen opposite. The speech of Lord Beaconsfield and the announcement made regarding the intentions of the Gladstone Government showed the interest taken in Canada as offering favourable opportunities to emigrants from Great Britain. The hon. gentleman declared that Charles Paruell had more to do with the proposed policy of emigration as offering havourable opportunities to emigrants from Greaf Britain. The hon, sending the company could easily forfeit their man declared that Charies Parnell had more to do with the proposed policy of emigration than Sir John Macdonald and Sir Charles. Tupper. There was no doubt that if the Irish people were contented they would not emigrate, but as it happened that was not the ease. They made good clizens, and as we encouraged Englishmen, Scotchmen, Scandinavians, and Germans to estitle in this country, it was equally desirable that efforts should be made to attract Irish immirration to Canada, in which the most favourable opportunities for settlement were, effered. A namber of reductions had been made on the estimate of the Pembina branch last session was \$1.700,00.00 on the road from Fort William to Selkirk, which had been reduced to \$14.675,000. This year the estimate was \$8,431,800. From Emory's Bar to Fort Moody last year the estimate was \$3,600,000. This year it was \$3,306,300. The total last year was \$32,715,000. The Selving was \$2,700,000. The Fort William and Prince Arthur's Landing railway, made \$25,000. The fort was a follows:—Fort William and Prince Arthur's Landing railway, was \$3,000. For the Fort William and Prince Arthur's Landing railway, \$35,000. The total being \$4,750,000. The reductions from last year's estimated were as follows:—Fort William and modification of design, \$1,335,000; in cost of workshops, etc., \$200,000, making a total of \$2,330,000. The total being \$4,750,000. The reductions from last year's estimated were as follows:—Fort William and Red River, owing to improvements and modification of design, \$1,335,000; in cost of workshops, etc., \$200,000, making a total of \$2,330,000. The total being \$4,750,000. The reductions from last year's estimated were as follows:—Fort William and Red River, owing to improvements and modification of design, \$1,335,000; in cost of the Penhina branch was \$193,000; in cost of the Penhina branch was \$193,000; in cost of the Penhina branch was \$193,0

matter had been carefully considered by the Government when they were negotiating with the syndicate, and he was surprised at the position taken by the hon gentleman. Having read the terms of agreement for the building of the different sections, he stated that, valuing the land at \$1 a mile, the 900-mile section to Jasper House was aided, in lands and money, to the extent of \$22,500 a mile, the section in the British Columbia mountain region at \$30,000 a mile, and the Lake Superior region at \$25,000 a mile. Nevermountain region at \$39,000 a mile, and the Lake Superior region at \$25,000 a mile. Nevertheless the hon. gentleman argued that sufficient guarantee was not provided for building the road in its entirety. The hon. gentleman should remember that he made a speech last year in this relation, and had then made the cost as high as possible. The hon gentleman then urged that according to the old system the central section would cost altogether over forty-two and a half millions, leaving out both ands, the certion roun Edmonton to Burrard Intel 18 the West, would cost torty-five millions, and from Fort William to Nipissing on the east, about sixty-two miles, according to the estimate of the hon. member for Lambton, had an opportunity of judging between them. the east, about sixty-two miles, according to the estimate of the hon. member for Lambton, thirty-two and a half millions, making a total of one hundred and twenty millions. (Hear, hear). The hon. gentleman estimated the cost at seventy-seven millions. Last year the hon. gentleman cried out that the road would cost so much that it would ruin the country, and now a vast monopoly was to be enriched. Hon. gentlemen opposite were never satisfied. In fact these hon gentlemen did not want the Pacific railway built at all. ("Hear, hear," and applause.)

The Government had ample security for the The Government had ample security for the emanate, there is no gentleman House from whom I would The Government had ample security for the building of the eastern as well as the western section. The fact was that under the contract the building of these three sections must go on simultaneously and vigorously. (Hear, hear.) On the first of next July beginning must be made on the eastern, as well as on the central section, and at the termination of ten years the whole railway, must be glad to have them emanate as from that bon. gentleman himself. (Cheers.) Sir, I can extract the building of these three sections must go on simultaneously and vigorously. (Hear, hear.) On the first of next July beginning must be made on the eastern, as well as on the central section, and at the termination of ten years the whole railway must be constructed faster, and so much the better. (Hear, hear.) It would open the country sooner, and immigrants would flow into the country settling it up and developing our tuity?" who suspects his neighbour of country, settling it up and developing our lands, which in that case would be sooner disposed of. The hon gentleman stated that the company would invest five millions, and would soon recoup them-calves by the self their land. millions, and would soon recoup themselves by the sale of their lands. What objection could be taken to this? The lands
would belong to the company, and if sold
settlers would take them up, and the precise
object which the Government had in view
would thus be attained. (Applause.) The
country would thus be opened up and developed. (Cheers.) The company could not
be landlords of the North-West in the sense
mentioned—first, because in their own inbe landlords of the North-West in the sense mentioned—first, because in their own in-terest they must sell their lands, and secondly they must do so to recoup themselves. The company only received twenty-five million out of 250 millions acres —one-tenth of the lands at the Government's disposal. The hon, gentleman said the set-tlers in the North-West would be less than man if they allowed such a law to stand men if they allowed such a law to stand.

This was a very peculiar suggestion, but if
the law was changed he supposed the company must be treated like any other corporation in similar circumstances, indemnified for
such interference. The leader of the Opposition now advocated the construction of the
Sault Ste. Marie line, in order that American
pallways might connect with our Cornelius railways might connect with our Canadian Paoitic. What the country wanted, how-ever, was, not a road to connect with American lines, but a railway on our own soil for our own purposes—a national undertaking, the effect of which must be the maintenance of British institutions on this continent. We did not want a road that would lead im-

company sovereign rights over the country. It only remained to entrust to its new masters power of life and death. Nothing else was lacking for the complete sovereign power to be bestowed on the company. It was the very perfection of stupidity and bijndness to require the construction of the North Shore line when the Sault section would have cost less and would have been far more useful. It was evident to him that the syndicate did not intend to build the Lake Superior section, for they could escape that portion of the underthey could escape that portion of the under taking with no loss. Indeed, the subsidy fo the central section was so great that the company could easily forfeit their guarantee and neglect to build the north shore sections. It was quite pos-sible that if the main line was deflected

Kamloops and Emory Bar section, owing to the modification of the design, \$1,663,200, and in rolling stock, \$250,000; Emory Bar and Port Moody section, owing to the modification of design, \$133,700, and in rolling stock, \$180,000. The hon, gentleman would see that these were fair and proper reductions, saving money to the country, and the hon, gentleman should not find fault because the expenditure, according to the estimates of last year, had been still further reduced, and his hon, friend (Sir Charles Tupper) deserved praise, not blame, for the part he had taken in this matter. His hon, friend had, however, simply done his duty.

AFTER RECESS.

Mr. LANGEVIN, resuming, stated that the division of money and land among the sections of the line, was unfair, and did not offer a sufficient guarantee for the construction in the interests of the country. This matter had been carefully considered by the Government when they were negotiating with the syndicate, and he was surprised at the confers that deanly as I recert to confers that the chair, as I rise for the thouse that the theory end in the that the hon gentleman who has Now, sir, my hon, friend says that it is his nature, and he cannot help it. Well, sir, I am free to confess that, deeply as I regret to see the dignity of this House infringed upon by base and unmanly insinuations (Opposition "hear, hear") coming from a gentleman who ought to be superior to utternances of such things, I say there is no source from which any such utterances bearing upon myself could come, or that it would fall so harmlessly from, or that I would be so glad to hear them from, as from the hon general

has ventured to refer to the Canada Pacific railway contract. If there ever was a Minister of Public Works who stood in ar impregnable position it is myself. Before this Parliament met the duty devolved upon me of letting contracts to the extent of six millions of dollars, and when two years ago, at the instance of hon. gentlemen, I brought down every document and paper they asked for bearing on the subject, there was not a single question raised by these gentlemen. The Honse rose, and a paper—a paper, sir, the proprietor of which I am glad to know is within the sound of my voice—drawing venem from the depths of his own black heart, said that in the columns of his paper—(Cries of "coward," and hisses by own black heart, said that in the columns of his paper—(Cries of "coward," and hisses by Opposition members)—said that in the columns of his paper which, if there was a word of truth in it, convicted his party leaders of heing utterly unfitted for the positions of leaders which they occupy. (Applause.) If there was a word of truth in the libellous, slanderous, and false utterances of that paper, it only went to show that the party of which it was the organ had the misfortune of having men representing it in Parliament utterly unfit for their duties. If, sir, gentlemen opposite, with all the facts before them, had no fault to find, how dare their journal to insult the public intelligence by issuing its daily lying public intelligence by issuing its daily lying and slanderous utterances? Well, sir, what happened? We were told, "Let Parliament meet, and then we will see where the Minis-ter of Railways will be." Well, sir, Parlia-We did not want a road that would lead immigrants on the way to the North-West to pass through the United States and be decoyed into settling upon American lands. (Applause.)

Sir RICHARD CARTWRIGHT said, having carefully perused the contract, he thought it would have been utterly impossible for the Government to have made a worse bargain, as far as the country was concerned, in any one particular. There were two hypotheses on which this could be accounted for. Either the Government was crazy, or was bought or had been sold. He hinted that the contract with miner, and then we'll see where the Minise the for farther information. They asked for more papers. They were laid on the table of this House, and then that second Parliament rose, after all these denunciations with which the columns of the press had been filled for years, without a man being found to endorse the lying and slanderous utterances of the lying and slanderous paper. (Applause and cheers.) That is my position in this House, and, sir, this is the first hour, in this the third Parliament, with all this information before the House, by improper means. He did not say that

they paper by the political friend of Mr. Bodwall who put it os the paper. It weakmoved no doubt at his own request. He (Sir
Charles) had reason to be bilieve that Mr. Bodwell did not complain in the least at his treatment by the Government, for the Governme

stood upon any question is ter and position had be instead of standing suppose that this suppose that trusted as a public serva ablic property. (Hear, been put in my hands to see that gone to England, a adopted a new and difference open and public consold them by secret and (Cheers.) Suppose I had after I had come back I show the amount of the many control of the many contro show the amount of the I on being asked to whom had refused to declose it, (Hear, hear.) Why, sir, excused the hon. gentleman unmanly insinuations (che him, not because the insinu me, but because it was (Cheers). Sir RICHARD CARTWI wonder, sir—(derisive cheer Mr. Chairman, I do not the man who only, on his friends and c in their place, and see on

fied as no public man in

man who only wanted anoth thousand—(hisses)—I do these gentlemen do not like to their minds that most in the history of Canada whe Canada was sold and sac men, as far as it was poss do, for Sir Hugh Allan's \$30 of money. And, sir, I con gentleman this, that altho excused him for not having his hour of need, yet the facts were proven least as an accomplice and very nearly as gui who was himself the cris spect to, and as for the in wentures to throw out agai man in London, every man customs of the Stock Excha feetly well that a more unt insinuation-call it what ye ntroduced a new mode of Canada never was made. plan adopted by my prede ov the best authori interest of the country. (A Mr. BLAKE said the Min f he had been aggrieved, he his cause by attacking the n The Minister had also d nity of the House House, who was not to reply. He hoped in fut mentary language would be

mentary language would be ment, and that members wo conduct the debate with decomer Mr. BOULTBEE said it with the member for West Durithe House on the proprist (Mr. Boultbee) could not he member for West Durithe Member for the member for West Durl inspired the member for C R. Cartwright), who was fender. (Mr. Blake shook h ing a negative.) Mr. Boultb have been mistaken in his would say then if the hor honest in what he said, the wanted to bring the debate i he really desired that unparliamentary statements dulged in, he should no House as he did, but himself diligently and ea gentleman sitting beside hi wright). If he should such the member for Centre Hu shape, and inducing him language less frequently, h reform for which the Hor reason to thank him. (Appl Mr. BUNSTER said the d injurious to the Canada Paci would therefore insist that the journ until such time as it

> The House adjourned at 11 THE SENAT

PREVENTION OF PRIZE Sir ALEXANDER CAMP second reading of the bill, "ing prize-fighting." He expattention of the Government to the necessity for such a occurrences which had taken mer. On one occasion a pr had been arranged in the Stat took place on Canadian soil. occasion the party of roughs difficulty prevented from fight did not take place. The bill was read a second The House adjourned at 4.

HOUSE OF COM

LOSS OF LIFE BY SHIP Mr. KEELER asked if it w of the Government, in view of life by shipwreck, to estal stations on Lake Ontario. Mr. POPE (Queen's)-I ma not the intention of the Gove tablish life-saving stations the ernment will be quite willing t at any dangerous points proindividuals there will undertak of the boats and the saving of land nothing is done by the here, when persons perform any or save life, they are rewarded ment. If individuals or mur volunteer to undertake the wor ment will provide the boats.

THE PUBLIC DE Mr. CHARLTON asked th to inform the House what crease of the public debt for ending 30th June last. Sir LEONARD TILLEY figures have not yet been ascert be found that \$9,453,000 is abo of the increase.

DUTY ON SALT Mr. FARROW asked if it w tion of the Government to dea as they had with other manufac of Canada, by giving a moder to salt against the large quantit salt brought into the country, ing that for the curing of fish. Sir LEONARD TILLEY—1 the hon. gentleman that it is tion of the Government to ask deal with that item this sessio MONEY ORDER

Mr. LANGEVIN, in reply stated that correspondence was the subject of reducing th money orders issued in Canada, Great Britain, or the A PROPOSED ATLANT Sir JOHN MACDONALD. Domville, said the subject of p money in the estimates to as steam communication between England was engaging the att

INSOLVENCY. Mr. WELDON asked whet ernment intended to bring in relating to the disposition of b solvent estates, or for the relie rupt or insolvent. Mr. MACDONALD (Pictou) tention of the Government to such measure this session.

GRAIN FREIGHT Mr. RICHEY moved for dence relating to the rates for in to England via Halifax, and tor way the question of the tran grain and other commodities ov