by the government on account of the con

struction of the said mountain section."

As to Repayment.

prairie and the mountain sections?

The Government's Liability!

the said railway the economical cofistruc-

tion thereof in such a manner that it can

should be subject to the joint supervis-

ion, inspection and acceptance of the

chief engineer appointed by the govern-

ment, and the chief engineer of the com-

pany, and, in the event of differences as

to the specifications, or in the case the

said engineers should differ as to the

work, the question in dispute should be

determined by the said engineers and a

ner provided in paragraph four of this

lease the road, and will pay to us a rental

upon the cost of construction, whatever

Cost of Construction.

As in the case of the western section

exempt from the payment of rent. For

to pay the revenues and tolls of the road

f they amount to 3 per cent., and if they

seven years the company will be bound

difference between the revenues gather

ed and the 3 per cent, will be capital

liability which is incurred by the govern

terest? I will come to that presently.

Running Rights For Others.

that may be.

When completed, the company will

Sir Wilfrid Laurier-Yes.

carry a railroad across, I am pinion that in that case the iver affords a passage to ocean vastly superior to any of wn passes lying; south of the advantages which I clair They can be briefly stated: I oughout its entire course; ide, deep and navigable rive rough it; its highest elevation ain ridge of the Rocky Moun bout 1,800 feet; the average ts winter fall of snow is about by the first week of May this now (unusually, deep du er) had entirely disappeared orth shore of the river, and was already forward in the ng the mountain base. Bu se are important advantage nountain pass, the most impo remains to be stated: From rn end of the pass to the coas nountain, a distance of 300 s British Columbia, there does one single impediment to By following the valley of th ver from 'the forks' to Lake the Omineca range is left to the the rolling plateau land lake is reached, without a single intervening; thence the valle Nacharcole can be attained, a seen in my story, without t difficulty, and a line of countr to within twenty miles of the at the head of Dean's inlet: reover, for this route, that; under consideration: that elop a land as rich, if not rich any portion of the Saskatch tory; that it altogether avoids mountain ranges o British Columbia and the great he Fraser river; and, finally, ng the Nacharcole river nd a country admirably snite ment, and possessing prairie land nd nowhere else to be found in

# An Engineer's Opinion.

sir, is the opinion of a traveller ce, but let me give now the of a professional engineer. Mr. whose report is to be found in ng's report for 1880, says necessary or expedient to fine or the Pacific railway as far the Peace River Pass, ar com asy route is offered in this Even at the wildest and most ts of the pass the mountains st invariably fringed by flats or slopes of varying width. One alanche courses, a few ravin nal projections of rock would chief difficulties, which are ap ch less serious than many of hat have been overcome on other At its highest, or extremity the pass is not me 50 feet above the sea level, and ent of the river, which is ver s not more than from four s an hour where it cuts through mtain range. East of the pass miles, till the canyon is reache ering difficulties would pro e much greater than those pr y an open prairie. But the chie on this route would be found on, where the river swe pase of a solitary massive hil is the Mountain of Rocks, or th intains, just above the Ho pe; yet even here, although the by no means insuperable." nbie, in the same report save

ass through the Rocky Moun-

rs a wonderfully favorable lir

of timber, as everybody knows, is ilway, through that range, and sing every day, and the market for widening, and rich indeed is the niles east of its main sun A Fertile Wheat Area. ry which has boundless resou fareus Smith in the same report 3-79 says: "This can undoubt there is estimated to be at least ne the great wheat-producing .000 cords of pulpwood; in the lisof the Dominion. In aid of it of Algoma, 100,000,000 cords; in nt: it possesses a noble and river, which runs through its and in the district of Rainy River, rding easy means of co ducts and bringing them cheap-(M)O cords. The pine region dees not convenient point, where they eceived by the railway. d, but on this side, in the country th, referring to the Pine River nd Lakes Temagaming and Ladv e in another report, saga: n, and to the north, an area of red hat in the place of a bleak d and estimated to contain about ntry, the line by the Pine rive billions of feet, B.M. uld traverse an area of remark ility. The fertil belt, or when country, extends nearly 300 feature of this region, which it is ther to the west. before th Mountains are reached, than be over the Yellow Head Pass;

### The Pacific Torminus sir, as to Port Simpson, which

ing reduction being made

dth of sterile country to be cros

Rocky Mountain districe.'

e the terminus of this railway, it of the engineers who surveye itry at the time of which I hav Mr. Fleming, in his report fo 228,000,000 cords of spruce. harbor on the Mainland." add all the terminal points, pro-Farming Country in Quebed. on the Mainland and on Vanco and, Port Simpson is most co situated for Asiatic trade.' arcus Smith says: "There harbor on the coast of the of British Columbia, with the of Port Simpson, eligibly situ the purpose of foreign con It is easily approached from the nd, is the nearest to the coast any harbor in British Columbia in another report written Mr. Marcus Smith says: "Po may possibly be considered at too far north for the termini Canadian Pacific railway, but tant that the fact should an railway) to the western limit province of Quebec, a distance of nind that lex virtue of low attind consequent easy gradients, to with the moderate character of miles, the line runs through a rks required to reach it. this to arming country, the soil being enable a Canadian line to defy Will Tap Famous Gold Mines. ion for the trade with China and ecapitulate what I am stating, it

blished that the railway can be Great Clay Belt. is not all. The section of coun of the city of Winnipeg and exto Lake Abittibi was also exby the engineers of the govern But in order to save time I wil come to the information which collected by the government of which in 1890 organized a spe on for the express purpos

country between Lake Abittibit tools and provisions, but which probably and operated as a common highway across the Dominion from ocean to ocean western boundary of the provision. In this report the common valuable and develop into and whelly within Canadian territory."

Alter the purpose we have the said period of seven provision in the contract in the following the provision in the contract in the following the provision would have compared to get access to them with instance and operated as a common highway across the Dominion from ocean to ocean years the company shall be primarily liable to pay the said interest so paid. After the purpose we have the said period of seven provision in the contract in the following the formula across the Dominion from ocean to ocean years the company when the company in pay. es speak as follows: "The great another Klondike. It is established that running along the Quebec the region between Winnipeg and Quewest through Nipissing and bec is a fertile clay belt, rich in good istricts and into the district of land, rich in timber, rich in water pow-Bay comprises an area of at ers, rich in those resources which go to Bay comprises an area of at ers, rich in those resources which go to and the western from Winnipeg to the Bay comprises an area of at the control of the square miles, or 15,680,000 make a fine agricultural and industrial Pacific ocean. Another section provides square miles, or 15,050,000 mark a line agricultural and mark and fraction ocean. Another section provides arly all of which is well adapted country. In fact it is only within the also that the western section shall be ivation. This almost unbroken last four weeks that an important audivided into two sections, the prairie section is a section of the prairie section in the section of the prairie section is a section of the section of the prairie section is a section of the prairie section in the section of the prairie section is a section of the prairie section of the prairie section is a section of the prairie section is a section of the prairie section in the prairie section is a section of the prairie section of the prairie section is a section of the prairie sec good farming land is nearly thority in the lumber trade, The Lumber tion and the mining section, ers as great in extent as the Journal of Chicago, stated that there ttled portion of the province was a section of country there which intention that the government should the company with respect to the said division and subject to the payment by the company with respect to the said division and subject to the payment by the government to the gove ake Nipissing and the French would become the source of supply for build the eastern section from Moncton awa rivers. It is larger than the future wood pulp and paper industry to Winnipeg, but that it should be leased ecti- of the world. Island, New Jersey and Del-

### Must Build Immediately.

bined, and one-half besides of

of New York. The region is

Albany and its tributaries, the

The Climate All Right.

A Well-wooded Country.

The 50th parallel of latitude passes

and the climate is not much cuf-

from that of the province of Man-

tempered by the great spruce for-

nd the presence of so large a pro-

ng, and commercial purposes, and

ty of pure water everywhere. An-

point equalled only in importance

al land in this country and its mod-

elimate is the fact that it is largely

ed with extensive forests of spruce

ine and poplar. The value of this

Nipissing, north of the C. P. R.

riet of Thunder Bay, 750,000,000

0 cords, a grand total of 228

extend much beyond the height

blished that the railway, built

Good Water Power.

nce of a vast area of agri-

tion of water surface. The country has an abundance of wood for fuel

was found to extend north in

ey of the Wabigoon river, with

Such being the facts, what is the conof New 1612. The region is only the Moose river, flowing into clusion to be drawn from them? The shall be built, own the conclusion seems to be an obvious and the G. T. Pacific. attagami and Missinabie, and a reasonable one—that is, that we must mberless lakes of larger or small-so that the whole country is one thousands of immigrants are coming in ern section. If I do that the level plateau, sloping off to- enable our manufacturers in Ontario of 75 per cent. of the road, where is the James bay, the construction of and Quebec to supply them with what company to get the other 25 per cent? ays and wagon roads through every they shall require? There is one thing The answer to that is, that it is pro-The Chimate All Right.

The Government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: terms as may be agreed upon bet the government in the following manner: the government in the followin my river which was explored the proton of good land is not so great, but the section of country where they live and work. The lumber is not to be had Let me read here to the House this shall be repaid by the company to the government with interest at the rate of the government with the government Lumber and Cattle Trade.

r important fact established by kind, and the moment the road is open plorations is that the climate in there will be established an important old. They must find an exit to the ocean. This new line, by its shortness, disconding the said property next after the said bonds so to be issued and guaran-

an ideal line for the cattle trade. ugh the centre of the agriculturat a, lying along the same parallel, with exception, of course, that the win-

loss of weight.

Trade With the Orient. There is another consideration, in that is the trade of the Orient. All va- all the backing of the G. T. R. itself. tions are competing for the trade of Japan and China; there is no nation as well situated as Canada to capture that trade. (Hear, hear.) Take a look at the map, and you will find that the route amount of \$20,000,000. Let me quote (Hear, hear.) from Europe to the Canadian harbors is the shortest of any of the routes available to European merchants. Take the railway, and you will find that it is the ply erican continent. All these considerations lead us to the conclusion that it is our imperative duty not to wait until to make the conclusion that it is our imperative duty not to wait until to million dollars, of which not less than morrow, but to provide at once for the million dollars, of which not less than morrow. it on reasonable considerations. (Ap-

get them at once to the sea without any

white pine of fine quality was exed and estimated to contain shout

friend and foe by their superior excellence. I shall have the honor, before resuming my seat, to lay on the table tne contract entered into between His Majesty the King, acting in respect of o note from an industrial point of the Dominion of Canada, of the first is the existence of many falls in part, and the Grand Trunk Pacific vers and streams. These will no Railway Company, of the second part. of the flouse to another important probe utilized with the advantage in I may say at once that one of the first vision. We undertake to guarantee the cation of economical power when sections of the contract is to provide bonds, but it is an important question untry comes to be opened up. It that the capital stock of the Grand what is to be the character of the road, third arbitrator, to be chosen in the mannot expected, of course, that the Trunk Pacific, which in the bill before The answer is this: The character of would be able to make a thorough the House to-day is said to be \$75,000,exhaustive exploration of all the 000, is to be reduced to the sum of \$45,- Trunk Pacific Company between Winniry assigned to them, and the es900,000. Of this sum of \$45,000,000, peg and the Rocky Mountains is to be lease the road, and will pay to us at the rate of 3 per cent. per are very conservative. Totaling \$25,000,000 common stock, and I would Montreal and Toronto.

figures here quoted, however, we call special attention to this feature of Mr. Maclean—Double. 25,000 square miles of good this common stock. It is provided that land, or over 16,000,000 acres, the whole of the \$25,000,000 shall be man speaks too soon. (Laughter.) "The acquired by the Grand Trunk Pacific railway itself. When we were apcountry east of Lake Abittibi in with the intended Grand Trunk Pacific to the main line of the G. T. R. Comprovince of Quebec, has also been railway, with the view of coming to an red several times. It was in the arrangement with the view for the ion of early settlers as far back building of this line, strong and rein the case of a newly-constructed line hundred years ago. The French, spectable as were the gentlemen conhundred years ago. The French, spectable as were the gentlemen con-re, had a port on Lake Abittibi m nected with the enterprise, we told held to oblige the company to construct e had a port of lake Abitton in feeted with the enterprise, we could not act with them a double-track railway." And, I would not act with them unless they of exploration. Would not act with them unless they lectible in books of exploration. nebec government had the courborought into this entergrise the old G. Now, it will be asked, "What is to be blored in the last few years by an T. R., well tried, with a footbold in the last few years by an T. R., well tried, with a footbold in the area to contribute in the last few years by an experience of the government? What f eminence, Mr. Sullivan, and every city, town, village and hamlet in on has been summarized by antue provinces of Ontario and Quebec, and gineer, Mr. Doucett, in the folthere is the consequence of this first caythe provinces of Ontario and Quebec, and language: "From Roberval enant between the incorporators and ours a station on the Quebec & Lake selves.

The Preamble. Then the preamble of the contract reductive land in all the provinces and ter- made by the government. But at the to the best land along the way designed to secure the most direct tract: "The government shall pay the interest upon an amount of bonds equal between eastern Canada and the prov-

Division of the Line

As I indicated a moment ago, it is our to and operated by the G. T. Pacific. It is also provided that the western section from Winnipeg to the Pacific ocean shall be built, owned and operated by the G. T. Pacific.

The Western Section.

The Western Section. It is also provided that the western sec-

lbany and its tributaries, the at once provide for a railway to tap Before proceeding further, perhaps it and Ogoke. Each of these rich and fertile territories. I will would be advisable to give the House over 300 miles in length, and not dwell upon facts which are well the respective covenants of the governuge in width from 300 to 400 known and patent to everybody. Our ment and the company with respect to a mile. They are fed by numer-fertile prairies are becoming settled, the building, owning and operating of the streams, and these in turn and are going forward by leaps and the western section. If I do that the of waterways, affording easy every year. For one, two, three generations, with long ations at least, and perhaps more, these sit for navigation. The great numerous settlers will grow cereals, water surface also assures the and probably nothing else. They willwaster surface also assures the have need of everything that is required, western section to the extent of 75 per cent. of the cost of the road, the liasouthern boundary of this great of clothing, furniture and every other believes than 40 kind of manufacture. Then, sir, what from Missinable station on the shall we do? Shall-we allow them to be mountain section per mile. It may be supplied by our American neighbors or asked if the aid of the government is to an Pacific railway, and the country of the height of land being one shall we provide a railway which will be given only to secure the construction of it would be a comparatively easy above all which will be their chief need, in the contract that the company shall and that is lumber. They must have be authorized to issue a second series of lumber for their houses, their barns, bonds, which are to be guaranteed. Put the government in the following manner:

section, as it is an important one: "Inasmuch as the bonds to be guaranted; three per centum per annum, or the comthree per centum per annum, or the comby the government only make provision for a part of the cost of construction for a part of the cost of construction for a part of the cost of construction for the western division, the company here by and Quebec, is rich in lumber of every agrees that the Grand Trunk Railway Company of Canada shall guarantee bonds of the company for the balance required for the construction of the said successful agricultural settle. Country and these newer sections. Nor The information obtained comiss that all. There is another branch of dispels the erroneous impressions trade which seems to be forgotten or is twenty million dollars required for first so to be given therefor, if any, shall contrade which seems to be forgotten or is passed over at present, but which is also of the greatest importance. I refer to the cattle trade. I need hardly tell you, sits noted by the explorers, and the explorers, and the with of all the common vegetables at other than the sum of the greatest of the Rockies are perhaps to day the best grazing lands under the sum of the greatest importance. I refer to the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps to day the best grazing lands under the sum of the greatest importance. I refer to the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps to day the best grazing lands under the sum of the greatest importance. I refer to the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps to day the best grazing lands under the sum of the greatest importance. I refer to the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps to day the best grazing lands under the sum of the greatest importance. I refer to the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps to day the best grazing lands under the sum of the greatest importance. I refer to the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps to day the best grazing lands under the greatest importance. I refer to the greatest importance. I refer to the greatest importance and the company may issue and the company may issue and the company may issue the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps to day the best grazing lands under the company may issue and the company may issue the cattle trade. I need hardly tell you, say the cattle trade. I need hardly tell you, shall contain the company may issue and the company may issue and the company may issue the cattle trade. I need hardly tell you, shall contain proper provisions in the company may issue and the co the common vegetables at der the sun, and the herds of domestic Canada, to be a second charge upon the Ludson Bay posts, must disabuse of the sun, and the heros of domestic property described in paragraph 25 (b) hereof, and to be subject to and to rank

> rectness and climatic conditions, is teed by the government." I need not dwell upon the important an ideal line for the cattle trade. The shipper when he lands his cattle at Que of this covenant on the part of the comec, St. John or Halifax, will have them pany. It practically takes away from in the ideal condition of being able to the guarantee of the government all risks. There is not a dollar to be advanced by the government. We do give our credit, and nothing else. And, though we guarantee 75 per cent. of the con-struction of the railroad, these bonds are ome respects even more important, and to be supplemented by the credit and

\$3,780,000. This is the whole of the readway from Winnipeg to the Pacific ocean.

\$3,780,000. This is the whole of the readway for twenty years there was an exemption of the road, equipment to the winnipeg to the Pacific ocean.

\$3,780,000. This is the whole of the readway for twenty years there was an exemption of competition, in this contract there is breast? Yet so it is. Time and again of competition, in this contract there is breast? Yet so it is. Time and again of competition, in this contract there is breast? Yet so it is. Time and again. The company is to provide, upon the which will be opened by this new complete rolling stock, suitable and amay, and you will find that it is the shortest of all the lines across the Am- handling of all classes of traffic to the erican continent. All these considerations satisfaction of the government, and the million dollars, of which not less than to insure for the pany as lessees of the eastern division of the control of the contro dicated if it is possible for us to obtain stock, for the operation of the eastern division of the said railway, and the said f the equipment of the eastern division that the said work should be done acof the railway during the said period of 50 years, and shall be used as the equipment appertaining thereto, according to the ordinary practice of railways,

during the said period of 50 years." Character\_ of the Road. Now, sir, I have to call the attention the road to be constructed by the Grand | agreement.

Mr. Maclean-Double-tracked? Sir Wilfrid Laurier-The hon, gentlecompany shall lay out, construct and equip the said western division of the during, seven years the company will be pany of Canada between Montreal and fail to amount to 3 per cent, then the ized, and added to the cost of construction a double-track railway." And, I would tion, and the company will pay interest upon it. Here again the whole of the Now, it will be asked, "What is to be ment for the building of that section they are to contribute is simply this-the payment of the interest for a certain from Moncton to Winnipeg is simply number of years. It is provided that the seven years of interest. The sum total bonds are to run for fifty years. During of the money to be paid by the govern ment for the construction of that line or the first seven years the company are not to be called upon to meet the interest, which is at 3 per cent.; that interest will be met by the government. After seven \$12,000,000 or \$13,000,000, and not cites: "Whereas, having regard to the years the company shall pay the intergrowth of population and the rapid deest, if the proceeds of the road are sufficent more. Now, sir, what is \$13,000,-000 in the year 1903? It is about the velopment of the production and trade of cient to earn 3 per cent. But if the pro-Manitoba and the Northwest Territorics ceeds of the road are not sufficient to surplus of our revenue over the expendi ture. (Cheers.) The surplus for this and the great area of fertile and pro- earn 3 per cent., the payment shall be road. I will come presently to the object ritories as yet without railway facilities. end of three years the government shall of the Pine giver or the Peace and to the rapidly expanding trade and commerce of the Dominion, it is in the commerce of the Dominion, it is in the life is important that from this point I should give the very section of the congentlemen opposition who will ask me what guarantee have you that the company will be able to pay that rate of in to the principal of the bonds guaranteed of either the Pine giver or the inces and territories west of the great of either, would place us in communiiver, would place us i with the famous Omineca district, ern zone of the Dominion, to promote the famous Omineca district, ern zone of the Dominion, to promote the famous Omineca district, ern zone of the Dominion, to promote the first seven years from roads. It is our intention that this line of railway shall be a common highway, old prejudices by enabling people and because it is impossible for the ada and to develop commerce through shall not have recourse against the com- for all the railways, who want to use it, nations to know more of each other, and

ing and reporting upon that sec- miner to get access to them with his Canadian ports, should be constructed pany for any interest so paid. After the and for this purpose we have made a it has made union possible, where, but INSPECTOR'S VIEWS default be made by the company in pay- (a) reserving to the government in reernment under its guarantee, whether for said eastern division upon equal terms principal or interest, or of the said with the lessees, subject to such reasonbonds, shall be held to be paid in dis- able restrictions as may be necessary charge of the liability of the government, but not in discharge of the liability of operations of all the traffic over the said bonds, and any moneys so paid by the sovernment to the company c! such government shall continue to be a charge reasonable compensation as may be

have been paid by the government, and or any part thereof, to do so upon such the government shall, in respect of all terms as may be agreed upon between the government shall, in respect of all terms as may be agreed upon between the companies, or, in case of their failure to agree, then upon such terms as may be deemed reasonable and just by has been made to the extent of the the government, having regard to the moneys so paid by the government, sub- lights and obligations of the lessees. Securing to the government in respect

ject to the following proviso and exception, namely, that the government shall of its ownership as aforesaid not, during the next succeeding period or powers and haulage rights over the vestern division, or any portion thereof, three years following the period of seven upon such terms as may be agreed years above mentioned, be entitled to exercise any rights of foreclosure of sale empany, securing to railway companies desiring to make use of the ame running powers and hanlage rights sion of the said railway, if the default pay during the said period of three vears rtion thereof, upon such terms as may the interest upon an amount of bonds agreed upon between the companies, in case of their failure to agree, then equal to the principal amount guaranteed pon such terms as may be deemed rea-onable and just by the government; curing to the company running powers But any moneys so paid by the govern- and haulage rights over the Intercoloniment shall be repaid by the company to the government in the following manner: terms as may be agreed upon between Other Roads Lave Rights. .

So that, under this agreement, an Inercolonial train can leave St. John or train of the Great Northern, or of the in forty equal annual installments, with Canadian Northern, can enter upon this road at any point, and go as for as the give to the government bonds for the said | Maritime provinces. So we western division, exclusive of the said the interest so capitalized and the bonds faction of the Canadian people. But, so to be given therefor, if any, shall continue to be secured by the government, bereing the government, bereing the growth of the solid, you have taken provisions which say that the rental should be paid by ortgage shall contain proper provisions the company for all the time the bonds run, with the exception of seven years: Mr. Sproule—That only applies to the what guarantee have you that this will e implemented?

Continuing, Sir Wilfrid dealt with the juestion of the relative aid of the C. P. R. and G. T. R. He said that \$25, Now, what are the dispositions for the 000,000 was paid in cash to the C. P. R. Now, what are the dispositions for the prairie section? The disposition is that the regard to the prairie section is that the company shall pay interest from the issue of the bonds. The government will pay no interest at all upon the prairie section. Now, sir, what is the liability incurred by the government for the construction of this road from Winnings to the Pacific Ocean? Assuming that the road is six hundred miles long, the cost of \$60,000,000—the cash subsidy which is promised and which as to be given under this contract to the G. T. R. Company will not exceed \$13,000,000 or the road interest for three years will be \$3,780,000. This is the whole of the liability which is incurred by the government of the contract with the C. P. R. Company the said in cash to the C. P. R. Company and works were handed over to the canadian government at the expense of t

(Hear, hear.)
I pass now to the eastern section, for which is provided that it should be operated by the company under a least. As we are to build a railway, and they are we are to build a railway, and they are it may come. (Renewed cheers.) Exto lease it from us at the rate of 3 per emption from taxation was given to the cent. per annum, we have thought it ad- C. P. R. in a manner that is felt even visable that they should have a joint to this day in the Northwest Territories

## A Confident Appeal.

earnestness and with joy, the contract which I have the honor to lay upon cording to the said specifications, and the table. Canada has made greater sacrifices I imagine than any other nation in the world for the benefit of her people in building railways. (Cheers.) These sacrifices were rendered necessary on account of our geographical position. We horder on a mowerful country which had a long start of in the march of progress, and which was fin such a condition that it could well afford to leave railway construction to the unaided effort of private enterprise. These greater sacrifices on our part were prendered necessary like wise by the immensity of our territory, by the sparseness of our population, and the imperative duty which was cast upon us of binding together all the groups into which our country was divided. Sometimes, indeed, more ofter than otherwise, the terms granted for railway construction in the nast were cessive, and perhaps extravagant. But, looking back upon the history of the past, we can all see that, even in the ace of these excessive terms, the result has been beneficial. We offer to the House to-day a contract which is free from all clauses which were the blemish of former railway contracts in this country, and which is far superior to them in every other respect. (Loud and prolonged cheers.)

Sir. it can well be said that nof will inventions for which the last century has been famous, perhaps the one vention which has had the greatest potentiality for civilization as been the discovery of the locomotive and the railway. Justin McCarthy, in his "Hisrailway from Moncton to the Pacific tory of Our Own Times," writes that when Sir Robert Peel was summoned from Rome to London to assume office as Prime Minister, he travelled in the same manner exactly as 1,500 years he ore. Constantine had travelled from York to Rome to become Emperor. (Hear hear.) The writer runarks that each tions which I see in the faces of hon. traveller had only the power that horses and sails could lend to speed him on his way; but had Sir Robert Peel made the journey a few years afterwards he would have covered it in a railway carriage in the space of about 48 hours. But let me first give to the House the provision we have made for the of civilization in the last century. (Ap-The railway has been the great agency

What Railways Did For Canada.

The Canadian Confederation would He Thinks That Deviations From the have been a union on paper and a union on paper only, but for the fact that the Grand Trunk, the Canadian Pacific railway, and the Intercolonial railway brought all parts of our coun try together in unison to pulsate with one and the same heart. (Renewed cheers.) This new railway will be another link in that chain of union. It nection with the Esquimalt district will not only open territory hitherto idle school election is against the contention and unprofitable; it will not only force that it was illegal. Inspector Wilson, Canadian trade into Canadian channels; who was appointed to investigate the tween old Canada and new Canada; but ticulars the letter of the regulations was it will secure us a commercial inde-pendence, and it will forever free from in the evidence which he was nothing the bondage of bonding privileges, duce anything to show that it should be (Cheers.) For that reason alone, in my made void. estimation, it would be worth all the Of the three votes against which a sacrifices and far more than we are protest was entered he reports that two called upon to make. (Hear, hear.)

Worthy of Canada. it may scare the timid and frighten the Mr. Duncan, 86, and Mr. Oliver, 81. irresolute; but, sir, I claim that the only one who has in his bosom a Cana-admits that the regular order was not ver the said western division, or any dian heart will welcome it as a scheme followed strictly. Two vacancies exista heavy task has no terrors, and which | Jenkinson and the other by struction of a national transcontinental a successor to the late Mr. Jenkinso

were loud and long sustained



woman to creep through life like a broken-winged bird. Why does love lead to suffering?

piteously and passionately. She has for saken father and mother to cleave unt her husband in the belief that so she was achieving woman's highest happiness But instead of happiness she has found misery, struggled with it until struggle seemed useless, and at last has come to

womanly organism. Disagreeable drains are carrying away the vital force. In flammation has lighted its fire for slo Ulceration is eating into the tender tissues. Female weakness making life a daily martyrdom. Is it that appetite fails, and night, which should bring rest, brings only restless and troubled dreams? Dr Pierce's Favorite Prescription cures

the womanly diseases which undernine the general health. It dries the drains. out the fire of inflammation, heals ulcerated tissues and cures female weakness. In a word, it makes weak

omen strong and sick women well.
"Favorite Prescription" is a true temperance medicine. It contains no alcohol. neither opium, cocaine, or other narcotic. Sick and ailing women are invited to consult Dr. Pierce by letter, free of charge. All correspondence strictly private and sacredly confidential. little more than thirty years Dr. Pie ssisted by his staff of nearly a score of physicians, has treated and cured over half a million women. Write, without fear or fee, to Dr. R. V. Pierce, chief consulting physician to the Invalids' Ho tel and Surgical Institute, Buffalo, N. Y.

## HAD GIVEN UP HOPE.

"It is with feelings of sincere gratitude that I again write to you," says Mrs. Harry A. Brown, of Orono, Penobscot County, Maine. "I wrote to you concerning my health last Spring (I think it was in June), and you advised me to take your Favorite Prescription' and 'Golden Medical Discovery,' which I did according to directions, and continued taking them for five months. I took nine bottles of "Favorite Prescription,' six of 'Golden Medical Discovery,' and four vials of Dr. Pierce's Pellets. My disease was displacement and ulceration of the uterus, and I was in a terrible condition with pain and weakness, and had given up all hopes of everbeing well again. Had doctored with four different doctors wichin four months, and instead of getting better was growing weaker all the time. I decided to try your medicines, as I had heard of the many cures resulting from their use. I bought five bottles and felt so much better after using them that I kept on until I am as well as ever in my life, and to Dr. Pierce all the praise is due.

praise is due.

\*\*Before I began taking your medicine I only
weighed 120 pounds. I now weigh 160 pounds.
I gained forty pounds in six months. I shall
doctor no more with doctors, as it is only a

Dr. Pierce's Common Sense Medical to pay expense of customs and mailing only. Send 31 one-cent stamps for the paper-bound book, or for cloth binding send 50 stamps. Address Dr. R. V.

# ON SCHOOL ELECTION

Exact Rules Did Not Alter Results.

The report of Inspector Wilson made t will not only promote citizenship be- matter, holds that while in some par-

school act were qualified to take part. Sir, it is therefore with a firm heart that I offer this scheme to friend and Nicholson. One should not have been foe. It is with a firm heart that I pre-sent it to the Canadian people son. This one vote could not, in his (Cheers.) But I am well aware that opinion, have altered the election with it shall not be received everywhere with respect to the persons so elected, as Mr. upon between the government and the the same feelings. I am well aware that Brown got 95 votes; Mr. Blanchard, 90;

worthy of this young nation, for whom ed, one caused by the death of Chas. young nation has the strength to face ation of the regular term of Mr. Oliver, grave duties and grave responsibilities. In following the regular order prescribed (Chers.) I beg to move, sir, seconded by Sir Richard Cartwright, for leave to fill Mr. Oliver's piace should have taken introduce a bill to provide for the cos. place, to be followed by the election of Messrs, Brown, Duncan and Oliver

When Sir Wilfrid concluded, the were nominated for Mr. Oliver's vacancy cheers of his enthusiastic followers Only Mr. Blanchard was nominated for the vacancy caused by the death of Mr. Jenkinson. It appears, the report says, The temperature was 86 degrees that some suggestion was made to chang Fahrenheit at Paris on Saturday. There Mr. Duncan from his former place into were numerous cases of sunstrike, six opposition with Mr. Blanchard. This was not done, however, and at o'clock the chairinan, Mr. Nicholson, should have declared Mr. Blanchard elected by acclamation for two years to fill Mr. Jenkinson's place. A ballot should then have been taken on the other three for a trustee for a term of three In not doing so Mr. Nichelson, he

holds, departed from the correct order. He chose to take a ballot upon all the names submitted, ruling that the two obtaining the highest number of votes should be considered elected for the two positions. The result was that P. Brown obtained the highest number of votes, while Mr. Blanchard, who should have been declared elected by acclamation, was by the ballots taken also elected. result was, therefore, nowise different, in his opinion, from that which would have been the outcome had the

regular course been pursued. LITTLE CHANGE IN

Salmon Are No More Plentiful on Puget Sound Than in British Columbia Waters.

FISHING CONDITIONS

Reports from the different canneries the Fraser river on Saturday were to the effect that conditions showed little change. The average for the main liver r. Friday was 45 fish, and the North Arm 25. Advices from New Westminster placed the average up river at about 24. The highest catch was 167. it on reasonable considerations. (Applause.)

Terms of the Contract.

It becomes my duty to lay before the House the conditions on which we are to have this railway built, and unless I to have this railway built, and unless I to have the conditions of the equipment of the eastern division and approved of the eastern division and approved of the work, and to have the conditions of the said railway, and the said to the best advantage it is be operated to the best advantage it is accept her miscry as the "cross" laid upon women who love and marries.

There is no real reason why almost to additions thereof and approved of by the complaint of the complaint of the contract when the construction of the eastern division, and approved of by the complaint of the complaint of the contract when the construction of the said upon women who love and marries.

There is no real reason why almost to additions there is no real reason why almost to and approved of by the complaint of the complaint of the compla Steamers arriving in the river from the results were made dup, and thus the result of the catch was not known.

Fish are no more plentiful on Puget ound at the present than in British Coumbia waters. One cannery at Anaortes get 20,000 fish, 3,500 of them be ing humpbacks. Five thausand of this number were received from the Lopez Island traps, the remainder being obained at Point Roberts. A buyer who and just reached Anacostes from the Salmon Banks reported that there were large numbers of fish in that locality. According to advices from Steveston

an American steamer has been purchasing fish in British Columbia waters for an independent cannery on the Sound, which cannery is also said to have been guilty of buying fish from men under contract to the Fraser river canneries. The purchase of fish by an American boat within the limit is violation of the law.

The American Rebate.

A Port Townsend dispatch of Thursday last says: "Collector Ide is on a trip to Point Roberts as a result of the recent decision of the treasury department allowing a rebate of 99 per cent. duty on all fish imported into this country to be canned for export. Pish are brought in whole, but in the process of canning there is a great loss in reight through the fact that part of the fish is discarded. As a consequence when canned for export the product being weighed out would not give the manufacturer his 99 per cent. re-

"Collector Ide will try to determine what proportion of the fish is discarded, so that it can be added to the weight canned. By doing this he will be able to figure the 90 per cent, rebate on the proper rate when reported. When an exporter sends out so many pounds of anned salmon upon which dury was paid when the material was raw, the rebate will be figured on a weight very much in excess of the actual fish in cans, on account of the fact that for whatever number of salmon happened to be in the cans exported, as will be added as was lost to that number of salmoni'in canning."

G. H. Hadwep, of Dungans: Chas. Hall, of Wisconsin; the Misses Davidson, of Spo-kane; and M. Galbraith, of Greenwood, are among the guests at the Victoria hotel.