# The Weekly Mail

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MAIL BRANCH OFFICES.

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THE SYNDICATE.

ME. ANGLIN, on behalf of his party, reoudiated in the debate in the Commons the idea that the Opposition had any hostility to the syndicate as a body of ousiness men. On the contrary, we were told that the Opposition had the "highest " respect " for the syndicate. Up to the date of that declaration there had been certainly a plentiful lack of that " respect." In the press, on the stump, in the debate, the syndicate had been treated with infinite hostility. It was denounced in every conceivable fashion as an enemy of the public interests. Since that date we have ot noticed any very decided improvement in this particular. All through this short but somewhat furious campaign the syndicate has come in for the customary denun-ciation. The Minister of Railways did not exaggerate when he said that some gentlemen seemed to think that a syndicate was some species of wild beast. The syndicate will be sure to construct a rotten road, is the cry of one section, ignorant of the fact that the syndicate are bound to build a good road, as good as the Union Pacific in 1873, and that they are bound also to maintain the road and equip it — a 'ruinous duty, if they build a bad road at  $\hat{a}$ rst. The syndicate will be sure to sell out and abscond, is, in effect, the cry of another section. But these critics do not indicate the credulous persons who are going to buy the syndi-cate's had road and assume their ruinous responsibility. The syndicate will make enormous fortunes out of the country, is the cry of other critics; but as short a the cry of other critics; but as short a time as a year ago these very critics were declaring that nothing but ruin could come of the same enterprise as a Govern-ment work. The syndicate are going to charge enormous tolls on the road after it is built, ary another knot of Opposition-ists. These people, as a matter of fact, do not know what the syndicate will do; their complaints are all guess work, the waguest speculation. And, above all the vaguest speculation. And, above all, the sharge is inconsistent with the commercial interests of the syndicate, who are anxious to create traffic, not to check it ; to populate the country, not to depopulate it ; to popu-render farming prefitable to the farmer, not unprofitable and ruinous. The syndinot unprofitable and ruinous. The syndi-cate are going to have a land monopoly, ory some people who love big words that sound well but have no significant meaning. They will have a good deal of land it is true, but at least 15,000,000 acres less than Mr. MACKENZIE proposed to offer in 1874. No monopoly is possible. If there are 200,000,000 acress of land in the North-Wast, the syndicate gets only 25,000,000 West, the syndicate gets only 25,000,000 of them, or one-eighth ; the Government keeps the remaining seven-sights for its own purposes. It can sell the lands cheap ; it can give them away ; it can settle them as it pleases, and to talk of monopoly is talk nonsense. The fact is that the syndicate has a pretty large contract on its hands, and its chances of making large fortunes are not so palpable that many of the most critical ins would care to risk much money in persons would care to risk much money in the business. The task of populating the country is one that will call for a great ex-penditure for results not immediately arising. The task of running the road is one that has hitherto been called a ruinous theory by the Grit orators when they thought the country would have to run it. But it is not considered as at all onerous on the syndicate. The cost of equipping the line will of itself involve millions of line will of itself involve millions of expenditure. Meantime the country will be reaping certain very distinct benefits from all the syndicate's enterprise. The public lands will be rising in value by the building of the road. The public revenue will be increasing with every increase of population. The labour of the country will be employed largely on the work. The supplies for the road and the men employed on it will be obtained from our own traders. And the expenditure of the country will be gradually recouped to it in various ways. The public will not be easily blinded to such reasonable and natural advantages, no matter how fiercely the Opposition may rage; nor will they cheerfully consent to abandon a bargain under which such advantages are likely to arise, and to embark again in a policy in

bat the combined the Opp It is obvious that the Opposition leaders see that the contract will inevitably pass in Parliament ; obvious also that they see they have failed to impress the public mind outside of their own party lines. Therefore, they are preparing their way for a possible scoeptance of the bargain, on the ground that they have secured amendments of a valuable character. So far as we can see, no amendments have been made. The alleged concession as to the mode of construction was not an amend-ment, not a concession at all, but simply an explanation, made necessary by an orident misunderstanding or misrepresen-tation on the part of the Opposition, who, while protessing personal respect for the members of the syndicate, still professed also to believe that they were engaged in an attempt to swindle the country (and run themselves) by building a rotten structure, unit for the publics as a com-pleted road. The mere fact that the com-pany have to lay and equip the road and pieted road. The mere fact that the com-pany have to lay and equip the road and maintain it in running order has long ago been quite sufficient reply; but the fact that it has been settled that the standard of construction shall be the Union Pacific of 1873, and not the Union Pacific of 1869, dispose of the objection alteration Vac disposes of the objection altogether. Yet on this point the Opposition have wasted many hours in factious misrepresentation. They will have to give up many more of their favourite "outrages" before the ses-

sion is over.

THE GREAT AGITATION. IF one had no other sources of informa tion but the Opposition press, he would be apt to come to the conclusion that the country was on the verge of a revolution, on account of the arrangements which have been made by the Government for the construction of our great national highway to the Pacific. From the exagcerated descriptions which are given of the haracter and doings of the meetings which are being held in various parts of the ountry, under the auspices of the Opposition leaders, the reader would be led to conclude that our staid and sensible people, for the nonce, were in a very whirlwind of excitement, and that unless some effectual means were promptly adopted to avert the MACKENZIE, who ought to have known, leclared that nothing could be expected rom it. Therefore, the entire cost of calamity, a storm would soon burst upon the country which would shake it from centre to circumference. And yet everybody possessed of average information knows perfectly well that no such agitation

has any existence, unless in the troubled imagination of a set of desperate men, who would rather "reign in hell than "serve in heaven," and who see the vision of office and of power floating daily farther and farther away from them. The fact is that these unhappy people have done all that they could, by fair

have done all that they could, by lair means and foul, to create a widespread agitation, but they have signally failed. Happily, the people of this country have other sources of information beside the one-sided, distorted, and unscripulous representations of Opposition orators, and equally untrustworthy Opposition newspapers ; and there is a growing disposition among them to study great public ques-tions, in which their own interests are tions, in which their own interests are involved, for themselves. The result has been that the gross misrepresentations and caricatures of the measure which the Government has laid before Parliament, by which the Opposition leaders have hoped to frighten them out of their senses, have only arcited their disgust. Sensible people do not like to be treated as if they were fools, and if there was a time when this game might have been tried upon the people of this country with impunity, it has happily passed away. However little the Opposition leaders may which has dawned upon our contemportation Mr. Mackenzate set no value upon the land. We beg its pardon, both he and Mr. BLAKE insisted that they were not worth the dollar, and fixed that sum as the maximum on

THE WEEKLY MAIL, TORONTO, FRIDAY, JANUARY 7, 1881 fidence, themselves, and the people know it ; and this is at least one of the reasons why, in spite of all that they have said and lone, chaos has not come again. THE OLD TERMS AND THE NEW.

SIE CHARLES TUPPER, in his London nd Toronto speeches, has so thoroughly knocked the bottom out of the Opposition case that the agitators are attempting to change their base again. The Minister of

Railways showed clearly enough that the higher the value placed upon the land the worse stands the case in any comparison beeween the MACKENZIE Act of 1874 and the syndicate contract of 1880. It has taken them some time to see-but they do see it now-that when of two land bonuses, one is twice the acreage of the other, the higher the estimate of value the worse off will be the position of that bonus. As a matter of arithmetical necessity, twentyfive million of acres must compare favour-

ably, in an increasing ratio, with fifty millions, the higher you put the price. The first device was to insist on the provision, in the Act of 1874, that the land was to be sold at not more than \$1 per acre. The predicament in which that would have placed the late Government was obvious, and neither: Mr. BLAKE nor Sir RICHARD CARTWRIGHT,

THE OPPOSITION SOUIRREL.

It is impossible, for instance, for any

Following the Opposition press from much less the organ, has attempted to get out of it. Yet the \$1 plea was seriously advanced yesterday, with a new estimate of present value at \$5. If the land be now day to day is like hunting a squirrel. The lively animal springs from twig to twig; and when you think you have cornered worth that price-although it was only \$2 at the beginning of the week-what excuse can be offered for the late Government, him in one place, you find him winking at you out of another. The Opposition pawhich made the price \$1 for twenty years in advance ? How was the railway to be pers are very ingenious, very unscrupul very persistent. Each day sees some new constructed on any such system, without adding to the burden of the taxpayers i The plain truth lies in black and white on caricature, each issue contains a repetition of some previous misstatement. If we had any belief that the public could be easily the surface of the arrangement. Instead of securing the construction of the railway out of the lands, the value of the latter was pitched so low that, as Mr. MACKENZIE said, deluded we should have some fear for the popularity of the contract ; but we have too high an opinion of public prudence and intelligence to allow us to think that every dollar got out of the territory would be swallowed up in expenses. The Globe the Opposition caricatures pass for the ow says that the Government intended to \$50,000,000 out of the land ; Mr. truth or their figures for accurate calculations.

sane man to believe that the free entry of nuts, bolts, spikes, telegraph materials, and bridging can be worth \$10,000,000 to and bridging can be worth \$10,000,000 to the company, or nearly half the revenue of the country. The thing is absurd on the face of it, and cannot find acceptance. When it is considered that the Government would have reserved the right to get such things in free, and when it is seen that the Op-position declare that all materials for use on the railway are free—a palpable false-hood—then we think public intelligence is far above being deceived by such a story. There are millions of dollars worth of materials for use in the construction of neme which would saddle them with one undred and twenty-five millions, and one which asks only twenty-five in addition to what has been spent. And this, be it re-membered, with a fair prospect in the lat-ter case of recouping the country by the time the work is complete. On Wednesday last the organ gave a ynopsis of the Railway Act of 1874. In hat the terms were fully stated. "Ten of materials for use in the construction of the railway which will still have to pay high duties; and the exemption will not amount to a tithe of the sum that will have actually to be paid as Customs duties. It is an equally gross caricature to say that the freedom of lands from taxation for twenty years, or till sale or occupancy, is worth another ten millions. This is per-haps the grossest caricature of all. The whole taxation of the North-West in ten ware will not another the anothing the and f materials for use in the construct thousand dollars and twenty thousand acres of land per mile were to be given to the company," with four per cent. for "to the company," with four per cent. for twenty-five years on the cost above the \$10,000. Obvicusly, the lands counting for nothing, the whole line must have been constructed with the people's money. Two-thirds of the land were to be sold to settlers at a fixed price—a dollar per acre; the rest was to be absolutely conveyed to the company. According to the new light which has dawned upon our contemporary, Mr. Mackwarz set no value mon whole taxation of the North-West in ten years will not amount to anything like such a sum. Instead of being an outrage en the possible numicipalities, of the west, it is simply outicipating a freedom which all of them would be only too glad to give to get a railway through their lands in a country where railways must be always the best roads.

down ; and the CHARLING was driven, for party purposes to take just the opposite line, and to declare that private capitalists needed no such inducements, and that the true policy was to haggle as much as possible and even cheat them if you could. "If capitalists were ready," said Mr. MILLS, " to come and invest their money "in railway construction in our monther finitely more than any one of the hich Mr. BLAKE com seen 1874 and 1878 1 The factics pursued a

The factice pursued at the St. Lewren hall would alone stamp the "agitation" the work of a few hole-and-corner p "in railway construction in our northern "territories, it would be very unwise to "forbid them doing so" ; but this was before it became necessary to denounce private capitalists as probable swindlers, and to call their investment a monopoly. "The United States," said Mr. G. W. the work of a few hole-and-corner poli-ticians. But Mr. BLARR's personal course adds a singular pertinency to that view. When he was announced to speak at Hamilton, Mesurs. KILVERT and ROBERT-son, the Conservative members of that eity, asked him to be good enough to meet Sir CHARLES TUPPER; but he referred them to the local Reform commit-tes, and that bedy decided that the Minis-ter of Railways should not appear. Again, when he was billed to speak at the St. Lawrence hall on the 28th, a letter was sent him on the 27th to the effect that the Minister was desirous of meeting him there; but an answer was received on the 28th saying that the letter had been re-ceived too late to lay it before " the com-" mittee of arrangements." While he was on the platform, another letter asking for a joint meeting between himself and Sir CHARLES at Toronto at any time he might name, was handed to Mr. BLARE, with a request for an immediate answer, so that the Minister Grain another letter asking for a joint meeting between himself and Sir "The United States," said Mr. G. W. Boss, "had given away 185,000,000 scress "of lands for the construction of various "railways," and the result was to develop and settle the country ; but this was be-fore it became the partisan object of Mr. Boss and others to contend that the United States had always looked keenly after rail-way corporations, and given them as little and taxed them as much as possible. There never was an agitation against a public measure which was conducted on grounds so purely partisan as the present

public measure which was conducted on grounds so purely partias as the present agitation against the Pacific railway con-tract. The moral sense of the gentlemen who have been on the stump during the past few days in the interests of the Grit party seems to have entirely deserted them.

name, was handed to Mr. BLAKE, with a request for an immediate answer, so that the Minister of Railways might be at once communicated with ; but he declined to reply then. However, on Wednesday he wrote saying "he had some days "ago made engagements which did not "leave at his disposal an evening for the " purpose of being present at the meeting "Sir CHARLES TUPPER proposes to held in " Toronto ; and therefore he was unable " to discuss the arrangements for a joint " meeting."

"to discuss the arrangements for a joint "meeting." Now does anyone suppose that if Mr. BLAKE had a good brief. or desired to elicit a fair expression of opinion, he would refuse to meet Sir CHARLES TUFFER or any other member of the Cabinet? Is not his refusal to do so tantamount to a confession that, so far from being able to excite pub-lie sentiment against the scheme, he is afraid that a free and houset discussion would result disastrously to his own cause 1 cause ?

THE ILLS OF IRELAND.

THE cure of chronic diseases is n always possible, and when it is, it is gen erally beset with difficulty, and require time ; and this is true of the evils which affiliet the body politic, as it is of the human organism. Abuses which have existed for ages, and which are deeply rooted in the past, are seldom removed in a day. Some people, it is true, have a very prompt and effective remedy always at hand for any sort of evil, whether social political, or economic, just as there are people always ready with a cure for any form of disease, however effectually it may have baffled the skill of the ablest physician ; and generally the confidence with which these people recommend their nostrums is in exact proportion to their ignorance and the weakness of their judgment. The most competent physician generally the most chary about promising to effect a cure. It is only the quacks who put at the top of their posters, " No cure "no pay ;" and this observation applie to the practice of statecraft as well as of physic. The evils under which poor Ire-

land groans, for example, would not exist for a week, if some people could only have their way; but it is just possible that the ourse might be worse than the disease, and that the summary treatment to which the would subject the unhappy country would in the end only increase the misery which it was intended to relieve. The sociation of landlordism, if it could hardly know whether to describe him as a pure patriot or as "that abandoned man." We fancied that the Globe Ananias at Ottawa was about as correct as usual when he charged the member for Halton with going into fac ious opposition.

"man" class. The best, are wretchedly inadequate to yield him anything like a competent support for himself and those who are dependent upon him. For the hovel he lives in he has to pay an exorbitant rent ; and if he has the advantage of a patch of ground, it is sub-let to him by the farmer who employs him, generally at double the rent that the latter pays to the landlord. As Miss O'Baran says, "he is absolutely at the mercy of the "farmer, and is only too frequently

pays to the manine. As mass of beins says, "he is absolutely at the mercy of the "farmer, and is only too frequently "hounded to and from his work with "curses like a dog. If he defice his em-"ployer, his house, his bit of land, his "wages, all go at once ; he is left as a "wilf to 'travel the road' with his help-"less family, glad to find some miserable "cabin wherein he may lay himself and "them by the fireside, and pay a shilling "a week for a bed of straw and a roof." The fact is, the land system, bed as it is -- and in all conscience it is bad enough-is only one of the Sources of the poverty have tried the system which a certain class of politicians would have us to try; they have tried to grow wealthy and prosperous by agriculture without the support of other industries ; and this explains why they are in so much worse a plight to-day than the English and the Scotch. Let there be fixity of tenure, and whatever else may be necessary to secure to the farmer the fruits of hei induction that is and be induction in the fund to grow the farmer the fruits of the induction the source of the farmer the fruits of hei induction the to the farmer the fruits of hei induction the to the farmer the fruits of hei induction the to the farmer the fruits of hei induction the to the farmer the fruits of hei induction the to the farmer the fruits necessary to secure to the farmer the fruits of his industry ; but no one can indulge in the dream of extensive and permanent prosperity in Ireland without the estab-lishing of manufactures on a scale suf-ficient to afford employment for the masses of the people. .

#### -EDITORIAL NOTES.

The St. John. N.B., News very truthfully says that Mr. Blake is no adept in figures, except figures of speech.

The thousands of workingmen who will find employment and be enabled to build up homes along the line of the C. R. railway will have no cause to thank the so-called Re-form party for the opportunities afforded

Mr. Jenkins, Mr. Mackenzie's ex-ambassa dor extraordinary, says that he would "rather

go to Botany Bay than edit a newspaper in Canada." Canada would rather he would, too, but she does not want to pay his passage, as of yore.

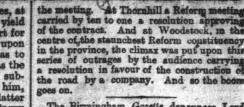
At Mr. Rykert's meeting at St. Catharines -where free discussion was not choked off à -where free discussion was not choked off a la Blake-Mr. Norris, the rejected, ground out an old *Globe* editorial attack upon the N. P. Mr. Norris cherishes a very proper spite against the N. P. It cost him his seat. Hence those tears.

A monopoly is defined by the reputable Worcester as "the exclusive possession of anything," and yet Mr. Blake and his friends continually assert that the syndicate, with 25,000,000 acres, will have the monopoly of a territery containing, according to Macoun, 200,000,000 acres of good land.

Why do not those alleged capitalists who are represented as opposed to the terms of the railway contract come forward with a scheme for constructing the line more cheap-ly? And why do not the Grit George Francis Trains who are spluttering about the country tell ns how cheaply it ought to be built?

Some United States journals claim that Canada should hand back a portion of the fishery award because Hind of Halifax says it was unfair. When our neighbours hand had the unclaimed portion of the Alabama claims plundet, it will be time enough for them to go into partnership with Hind as

The Hon. Wm. Macdougall's Milton speech



The Birmingham Gazette . denounces Lord Granville for giving way in the Fortune Bay business, and says "it may be regarded as a business, and says "it may be regarded as a matter of absolute certainty that some new difficulty or complication will are long be started, and made the plausible pretext for further demands upon us and encroachments on the rights and privileges of our colonists." "Our colonists" are getting tired of these constant concessions to the Americans at their expense. xpense,

Sir Richard Cartwright piled soft sosp on to Mr. Glen, M.P., at Whitby. Sir Richard stated that he and Mr. Blake had both received a large portion of the materials for their speeches from the member for North Ontario. No doubt of it. We wondered all along what ailed those speeches, but as the old deacon said when he found his dinner-horn stiffed with cotton batting :---" We knew all along that some numskull had been foolin' with those wind pipes."

The Hon. Mr. Macdougall's speech at Milton has not pleased the party which expected such great things from him. Already the Globe finds itself called upon to correct its Globe finds itself called upon to correct its report as misrepresenting the hon. gentle-man's statements. The Opposition thought they had entrapped the member for Halton, and find themselves mistaken. It will now be in order for Mr. Blake to characterise him again as "that abandoned man." "Wan-dering Willie" has not served the agitators' purposes.

The Sarnia Observer, like the Globe, is anxious to hear both sides ; and yet, without giving what Sir Charles Tupper did say, it giving what Sir Charles' Lupper dia say, is alleges that he took but slight notice of ob-jections to the syndicate contract. By the way, our contemporary, if bound to misrepre-sent, might at least be civil. "Messrs." Charlton and Blake is a concession to good manners on its own side, but why the Min of Railways should be bluntly dubbed Tupper, with offensive iteration, we fail to see. Even the chief organ dubs him " Dr." once in a while

Having ousted Mr. Mackenzie from the leadership, Mr. Blake professes to believe that he will be made Premier by the next general elections on a free trade platform, in general elections on a free trade platform, in which case he would, of course, assume con-trol of the construction of the Canadian Pacific railway by his Government. Then would come the happy day for the contrac-tors in his following—" My friend Moore," Oliver, Davidson & Co., and that ilk. Upon this theory his present violent and inconsist-ent opposition to the scheme is intelligible.

We observe that the Quebec Chronicle and other journals in the old province regret that there has been a dearth of meetings on the Pacific railway question there, Our Conservative friend need not begrudge the Ontario agitators' the pleasure they presum-ably enjoy by the exercise of their lungs; it pleases them and hurts nobody else. Mr. Laurier's "pleasant and sometimes pictorial sophistries" may be left to answer them-selves. Here the sophistries have been neither pictorial nor pleasant, although they have certainly been works of the imagina-

A Nova Scotia journal-the New Glasgow Chronicle-wants to know whether "patriotism or party shall triumph," and appeals to to Conservatives to answer the question. By patriotism of course the *Chronicle* means ad-heston to the Opposition, which proposes to abandon the interests of the country and con-struct a feeder to the Northern Pacific raildiscovered that there is no provision against the transfer of stock. There is such a nur-vision against



by the Opposition against some of the ditions of the contract. He dealt with attons of the contract. He dealt with objections in a fair and independent and effectually silenced the Oppositi showing that they were guilty of has representations regarding many of the ditions of the contract for the purpose n of frying to alarm the country. The of against the free importation of certain rials for the construction of the roa are montation from the xation the exemption from taxation question, the opoly question, the security question, a question of handing the road over to the pany forever free of taxation were al discussed and defended by the hon.

mah. A resolution expressing confidence Government was put, and carried by a majority. This result threw the Grit disorder, and the meeting broke up i mah. fusion. Following their usual tactic tried hard to pack the hall with their f but the game did not succeed. The feeling here is in favour of the ratifical the contract as early as possible.

MUSKOKA.

GRAVENHUEST, Dec. 29.-Mr. Cock M.P., held a mass meeting last night t cuss the Government Pacific railway p Mr. G. W. Taylor, reeve, presiding. Cockburn's address lasted eighty mi There' was a tair discussion by local Only three or four voted for the motio demning the Government policy, an thirds of the meeting voted to supp Government in making an advantag tract now. Mr. Cockburn appeared for a fair expression of opinion more

#### mere party one. HALDIMAND.

CATUGA, Dec. 30. —An anti-syndicate ing was held to-day in the Court-House It was called by Mr. Thompson, M.P. five persons attended, and of these of number, judging from their passive of took no great interest in the proceedin resolutions were of the usual stamp, or ing the eastern section and advocat route through the United States. Th ing was very tame, as all present see feel that the railway must and wor

#### WEST YORK.

THORNHILL, Dec. 31 .- The meeting by the References here this afternoon cuss the syndicate agreement, took p Mr. William Long's hotel, there being attendance. Dr. McConnell, a proti Grit and the convener of the m voted into the chair, and called the as to order about 3 o'clock. There were among others the Hon. David Reeso Boultbee, M.P., Mr. N. Clarke Wallace Mr. G. B. Smith, Dr. Reid, Mr. Bad M.P.P., and Mr. John Marsh. The CHAIRMAN said that he had call

meeting for the purpose of discussi terms of the syndicate bargain, an taken all the steps in his power, by d ting bills and notices, to make the gar a representative one. There were gentlemen to speak, and without preface he would call upon

#### MR. G. B. SMITH,

well-known Toronto business man, his view of the matter. Mr. SMITH said that when he cam he did not know that he would have such big guns as his friends Mr. B and Mr. Wallace. However, he wo pend on the righteousness of his cau thought that such an important que he syndicate contract should be of party politics. (Hear, hear.) If the ment was a good one it would be g Reformers as well as other people. If ad, it would be bad for recognized by independent men, and vatives all over the country were con against the bargain. But the Gove had brought down the agreement w expressed intention of rushing it th changed, and only the force of

had compelled them to delay a little. The had thus fortunately got a chance to

their opinion, and if the expression

opinion stopped the Government in i long course and prevented it from

considered that with the present b

public debt it would be ruinous to ind expenses, and contrasted the pro-condition of the United States with

Canada. Now what reasons were

incurring an enormous additional There were two, and he thought that

ffectually prove that neither of the exectually prove that neither of them worthy one. The reasons were, (1.) was necessary to keep faith with Columbia, and (2.) That the comple the railway was necessary to the set of the prairies of the North-West. A

first point, every one would rememb in 1870 a certain bargain was made

British Columbia, or at least with people who lived in that place. The

their inheritance it would be w

e now worth five dollars. r little the Opposition leaders may dream of it at present, a time will come, probably, when the people whom they are at this moment endeavouring to deceive will resent the insult in a way that will not be at

resent the insult in a way that will not be at all to their liking. Another thing which has tended to de-feat this mischievous attempt to create an agitation in the country, and thereby pre-yent the calm and dispassionate considera-tion of a great public question, has been the tergiversation of the Opposition leaders. The history of the movement for the construction of the Pacific railway has excited too much attention and has has excited too much attention, and has been too carefully studied from its very inception, for the utterances of public men

saddle Canadian tax-payers with the whole cost of the road. Our contemporary has borrowed a new phrase to meet present exigencies. Mr. MacKENZIE did not, after all, despite the terms of the Act, grant the land; he "hypothecated" it. What that may mean we do not pretend to say, since the sale of land at \$1 per acre can only be an hypothecation if the grantee mortgages it for the purchase money. "Convey" was a good word for theft in FALETARY's time; "hypothecate" may perhaps serve as a cuphemism for sale at a loss of millions to the Caradian people. In fact the proposal as now interpreted simply means that the people of Ontario and the other provinces were to construct the line out of the product of taxation, and then to give every settler a bonus of three or four dollars on every acre. These are the old terms; can they be compared for a inception, for the utterances of public men in and out of Parliament concerning it, and the position taken in respect to it by the leading organs of public opinion, to be entirely forgotten by the people; and however convenient it may be for Mr. BLAKE and his friends to decline to discuss what they have heretofore said about this matter, it is not quite so easy to get the people of this country to absolve them from the responsibility of their own public utterances. When they find them unsay-ing this year what they are in Opposition, what formed a part of their own publicly avowed policy when they were in power, what confidence can the people have in them 1 No doubt these men have a limited number of ultra and unreasoning partisans the old terms; can they be compared for a moment with the new, as expounded by Sir CHARLES TUPPER?

that account. Supposing the territory to

### Sector Se OPPOSITION PEARLS.

them 1 No doubt these men have a limited number of ultra and nnreasoning partisans who will follow them in any movement which would have a tendency to embarrass an Administration led by Sir John Mao-DORALD, however disastrons it might prove to be to the interests of the country. These are the people who manipulate the meetings held in ultra-Grit strongholds, of which the Opposition, by systematic and unscrupilous craggeration, try to make so much. But the number of these is comparatively small, and, we may hope, every day growing less. And just in proportion as this class is diminished does, the opportunity for such disastrous agitations as that unsuc-cessfully attempted by the leaders of the Opposition become less. Then Mr. BLAKE'S persistent refusal to meet Sir ORANNES TUPPER in public, and "WE must make sacrifices," said Sir RICHARD CARTWRIGHT, in order to build he Pacific railway, " and very considerable sacrifices too ;" but this was when ie was in office, when Mr. MACKENZIE was building the railway, and when it was necessary to gradually educate the public up to the point of acquiescing in the inprease of taxation which that Government widently had in store for the public. 'It is useless to think of building the

railway out of the lands," in effect said Mr. MACKENZIE ; " all the revenue that we shall get from the lands will be ab-

Then Mr. BLARS's persistent refusal to meet Sir CHARLES TUPPER in public; and to discuss the Pacific railway question with him, face to face, in the presence of the people, was fatal to the success of the at-tempted agitation. It stripped the discus-sion of more than half its interest, to begin with; and than it naturally excited ugly suspicions touching the honesty and good faith of a gentleman who, while violently assailing the policy of gentlemen burdened with the responsibility of conducting the public business of the convery, would not allow one of them to be present at his meetings, with the privilege of answering for himself. The love of fair play is too strong in the people of this country for sorbed in charges of management, and "sorbed in charges of management, and "in expenses of immigration;" but that was when it seemed necessary to Mr. Mac-MENZIE to convince the public that the present Government's plan of building the road out of the lands by-and-bye," said Mr. BLAKE, but meantime "we must look "to our other resources," i.e., taxation, for the construction of the work-but this was before he had any idea that a business company would think the lands of any value, and before it became necessary, from a party point of view, to alter his

easily blinded to such researable and natural advantages, no matter how fiercely the Opposition may rage, nor will their the privilege of answering for himself. The lows of fair play is too the construction of the work-but for the construction. *GIVING-IT UP.*From the concluding remarks of the press, we see pretty clearly that the Opposition for forcing out of the syndicate a consent that the stratified or popularized the measures that it would have the test of the syndicate a consent that the test of the opposition leaders have discovered their vesation of the work of the opposition leaders for him and his party to at the Union Pacific of 1869.

best roads. Still more absurd, if possible, is the con-tention that the company is likely to prove such a body of unprincipled swindlers as to cheat the Government at every turn, sell out the lands, build a bad road, and asserts, in what an agreeable position the Government, had it lasted, would have been now. It would have stood convicted of making a bargain by which for every acre sold the Dominion treasury would have been deprived of four dollars. In other words, two hundred millions of dollars would have been absolutely lost, one-half of which, according to the latest invention,

would have constructed the road " withou " burdening the tax-payer." That is to say, the late Government intended to saddle Canadian tax-payers with the whole

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Mr. Batterson, M.P., did not dare to hold an anti-railway meeting in the city of Brantford, where he resides, but carried his froth out to one of the townships, where the great-est possible amount of misrepresentation could be indulged in before a picked party audi-ence. The Opposition phalanx are equal in moral courage to their leader.

Dr. Sullivan, of Kingston, says, with true Irish humour, "that you might as well try to get a mule by the hind leg as to endeavour to reconcile a Grit to a national enterprise." But the nule is for consistent and self-re-specting an animal to kick himself. It has been left for the Opposition to make such an exhibition of their inconsistency and reckless-1088.

One must go abroad for news. The St. John Telegraph says that the Blake meeting at Toronto was a great success, although a desperate effort was made to pack it by the Conservatives. Our contemporary should allow the Globe to cram it. The ouly pack-ing attempted at that meeting was on the platform, and it was carried to such an extent that there was no room for Sir Charles Tup-

Chagrined by the reception which he met with in Kingston, the champion "mixer and muddler" sneered at the legal attainments of Mr. Kirkpatrick, LL.D., whereupon the News outlingly remarks.--"Mr. Kirkpatrick studied law with Sir Richard, and attended lectures with Sir Richard. Mr. Kirkpatrick was honourably called to the bar; Sir Richard never surmounted that obstacle."

One of the many weak points of the Grit agitation is that it was a foregone conclusion all along that the railway terms would be deall along that the railway ferms would be de-nounced no matter what their character. The *Globe* fiercely denounced the bargain be-fore it had been made. Such unreason-ing opposition as this fails to commond itself to the people, and the more so that it comes from men who sought to make a similar bar-gain themselves.

The Minneapolis Tribune remarks :-- "Mass neetings in the Dominion are 'resoluting' with meetings in the Dominion are 'resoluting' with great vehemence against the Pacific railroad contract, but mass meetings have no vote in Parliament, and resolutions will not stop rati-fication." "Mass" meetings are not "resolu-ting" against the contract, but only apologies for such. "Mass" meetings are "resoluting" the other way, as witness Kingston, Toronto, London, Dundas, and other places.

If the Opposition had not so loudly and so confidently predicted ruin and decay as the inevitable autcome of the N. P., more attention might now be paid to their equally loud and confident predictions of ruin and de-struction as the certain result of the con-struction of the C. P. railway. Such is the lot of all false prophets. Mr. Blake and his friends may yet discover that it is a mistake to cry "wold" every time they see a mouse.

upbraids us for our ingratitude, saying --"The Canadians will take as many millions of money as England will lend them for the construction of their trans-coatinental rail-way, yet their fiscal policy is, so far as the Mother Country is concerned, anything but filial or friendly, being avowedly based on the model of the United States, which foster home manufactures by excluding, except at high duties, the products of foreignera-Great Britain being the chief of these. This very one-sided sort of reciprocity is favoured in Canada, which is sedulously building up ootton-spinning and other industries designed to supply all the Dominion without recourse to England." Would the Telegraph have us femain helpless infants for all time ! The meanest of countries must in the natural course of events throw off its swaddling clothes if it would command the respect of the world, and must Canada be meaner than the meanest ? As to the loan of England's millions, it is not of the English nation as a nation that we ever seek to borrow or ask for Friday was a great day for the anti-Pacific contract agitators. At Port Perry a "large and enthusiastic meeting" of thirty greeted Mr. Wheler. At Port Elgin the bulk of the audience walked out of the ball while Mr. Sinclair was talking platitudis, and fifteen patient listeners "manimously" carried a resolution condemning the contract. At Peterbero' "freedom of discussion" was promoted by refusing a Conservative member of Parliament the minicage of addressing of the Turk. Friday was a great day for the anti-Pacific

vision as will render the original syndicate responsible for the character and aims of their successors, and that is exactly what the Hobe objects to.

The St. John, N.B., Sun tells of a case of great hardship in that city, or its suburbs. The daughter of parents who were over 70 The daughter of parents who were over 70 years of age, and so very poor that they were at the moment in receipt of the charity of one of the city churches, had her sewing machine seized to pay a water tax of \$2. The old people were not using the Commissioners' water, nor was the water carried into the house; but the property tax, for which the owner and the promises were liable, amounted to \$2, and the Commissioners issued a dis-traint warrant against the personal property of the occupants. This in the nineteenth century, and in a Christian country, during the festive holiday season 1 The publication of the fact will do the Commissioners good, and will undoubtedly lead to the relief of their viotims. victims. Mr. James Somerville, of Dundas, has never been noted for either modesty of demeanour,

persuade the British Columnians that we want the set of the set of

Because we have a tariff which gives some

incouragement to our struggling industries, and enables us to a certain extent in certain manufactures to be independent of the out-

side world, the London Daily Telegraph

upbraids us for our ingratitude, saying :-

only a few people-about as many as riding-and they were composed ch broken down men who had left the provinces, some of them dissipated, provinces, some of them dissipated, so contented, some unable to live happil old neighbours, and some with their cha gone. Such, with an admixture of blood, was the character of the people province, people who had offered in enter Confederationifa waggonroad wa for them across the continent and te lines established. That was all they-tor. They never asked for a railroad They ware offered it, however, an generosity of feeling, or perspicuity of lan-guage. He is one of that old and, fortuguage. He is one of that old and, fortu-nately, diminished school of hard-shell Grits who were taught by the *Globe* to mistake abuse for argument, and violence of language for force of statement. That Ephraim is wedded to his idols was amply demonstrated at a meeting the other night, when he de-nounced the people of British Columbia as "blood-suckers." In the name of decency we protest against the application of such epithets to any class of our fellow-citizens. What demagogue of \$ismall, much less the Dundas Thersites, would venture to employ such language in the presence of the people thus maligned ? But apart from the impro-priety of the utterance, it came with peau-liarly bad grace from a gentleman who approved of Lord Dufferin's endeavours to reconcile the British Columbians to Grit rule, and who also approved of Mr. Mackensie's payment of six thousand dollars of public mohey to a missionary vainly sent out to persuade the British Columbians that Codlin was their, friend, and that he loved them They were offered it, however, an knew enough to take it, even if half o were Indians. His honourable frie posite (Mr. Boultbee) could not con these statements, though he had co pared with Sir Charles Tupper's speed. Mr. BOULTEEE-Where is it. Mr. SMITH-In your hand there, wr shorthand. Mr. BOULTEEE (holding up some notes)-My notes of what you are

(Loud laughter.) Mr. SMITH-Well, at any rate, he si his friend was stocked with Sir Cha his triand was stocked with Sir Charle ments. He then went on to show what h with the assistance of a Yankee emi map, and pointed out that, instead of ing a costly road round the head of Superior, the country could reach the plains much better by building a roa Neptssing to the Sault, utilizing the route during most of the year betwy Sault and Thunder Bay, and then tak again from Thunder Bay to Winnipeg ing the time navigation was closed, th can railroads were to be used. He co to speak upon the "gigantic mo which the Canadian Pacific was likel and pointed out that the farmers we be ground down to the last would ask his friend Mr. admit one fact while he pr knew that Mr. Boultb wd man and a clever lawyer,

he would have no objection to ad Mr. BOULTERE-It is a bad pri

Mr. HOULTEE-It is a bad pri-admit anything. Mr. Samru-Perhaps it was, but he be could trust to Mr. Boultbee's ca this matter. Surely he would adm had been proved by statisticians, proper and reasonable pile to be pas farmer for transportation of grain and a third cents per mile per bushe Mr. WALLACE-What's that. Mr. SMITH-One and a third cents ner bushel.

per bushel. Mr. WALLACE-Per mile? Per miles, you mean. Mr. Sмитн-(doubtfully)-No, I think-per mile. (Oh, oh.) Mr. BOULTBEE-Those farmers you if you don't mind out. You out of the room alive. (Laughter. Mr. Smrs-Oh, yes, yes. Par miles, excuse the slip of the tongu laughter.) He then went on to ex would be ground down