

purchase largely of, must necessarily make those articles dearer, that we should have some adequate consideration given us for it. Many are the opportunities in which the Government could assist us, which would be taken kindly by the people. Forty-five cents is the highest price paid to-day for the best of wheat, and it takes, on an average, about six bushels of the best wheat that nine out of ten farmers have to sell, to buy a bag of flour. I saw a farmer yesterday who had brought a load of wheat in here (Wolseley) for sale, a distance of fifteen miles, and he sold it for \$10. He said it would make sixteen bags of flour. His complaint was loud and bitter. Now, as bonuses are the order of the day, I would suggest that the Government bonus some grist mills in this country, and save the municipalities from incurring a debt that will be oppressive on them, as they have enough to be taxed for in the ordinary course of things."

Of course, that is the order of the day, that the Government should bonus the grist mills of this country! And why not? Why should they not bonus the grist mills, when they give a bonus on pig iron and other things? Mr. Perley concludes his letter by saying:

"In conclusion, I have to say, that while I am free to confess that I am a party man, I am, nevertheless, free to defend the rights and best interests of my country, or rather my home. And my politics are—first my country, the North-West; next, the party.

HON. MR. KAULBACH—I am afraid my hon. friend cannot get much comfort from that letter.

HON. MR. HOWLAN—It is a very good letter. Were there any comments by the editor of the paper, on that letter?

HON. MR. McCLELAN—That would come better from your side if there are any.

HON. MR. HOWLAN—Give us the editor's opinion on that letter.

HON. MR. McCLELAN—I am willing to give the opinion of a supporter of the Government on the question of the duty on agricultural implements, and I am willing to pass the paper over to my hon. friend from Alberton, and let him see what the editor says. The hon. gentleman from Lunenburg gives as an instance of the depressed state of trade, and the poverty of the working classes in England, the fact that in the city of London

alone there are 60,000 families to-day that have only one little room or garret for each family, and all the high moral feeling of that hon. gentleman seemed to well up in describing the unhappy, the unsatisfactory, and the degrading circumstances under which those families are huddled together. I have made some reference to this statement before. The area of the country being small, and the city of London of immense size, with a concentration of people there, growing out of the enormous trade that they have, and largely made up of people of all nations in the world, it is not surprising under the circumstances that tenements should be so crowded, and I have no doubt that benevolent people in London are constantly trying to alleviate any distress which may prevail; but under the high tariff and with the enormous exodus of people from Nova Scotia, it will be a long time before that complaint of overcrowded tenements can be made by the hon. member from Lunenburg, as far as Halifax is concerned. Then he says the people of the United States are a unit in demanding protection for their industries. Does my hon. friend still adhere to that?

HON. MR. KAULBACH—Yes.

HON. MR. McCLELAN—I am surprised to hear it. Then he says that there were 11,000 miles of railway under construction or projected in the United States last year. How far he may be accurate in that I will endeavor to show by referring to an article from the *London Mail* of January 10th, 1885, headed "New Railways in the United States," which shows that the number of miles of railway built in the United States last year was 3,729.

HON. MR. KAULBACH—That is constructed—I did not say constructed; I said under construction or projected.

HON. MR. McCLELAN—The article in the *Mail* is as follows:—

"According to the *Railroad Gazette*, the total mileage of railways constructed in the United States during 1884 amounts 3,729. This is not much over half the mileage of 1883, and a little over one-third of that of 1882. There were constructed during the

HON. MR. McCLELAN.