THE WEEKLY MAIL, TORONTO, FRIDAY, DECEMBER 81, 1886.

The Weekly Mail

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THE DAILY MAIL

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s Man has established branch offices for posint of subscriptions and advertisements HAMILTUN-52 James street north. Lance au Bros. Agenia. DONDON. Ont.-Richmond street, corner of aring. E. A. Taylor & Co., Agenia. NEW YORK-39 Union Square. Brentano's

TORONTO, FRIDAY, DEC. 81, 1880.

THE PACIFIC RAILWAY TERMS. THE chief organ is fond of boasting that

no attempt has been made to defend the rate arrangement on its own merita. Why any such affort should be made is not ogether clear. After nearly two years' our, legislation, and negotiation, the int Government has concluded a conact to finish the line, and the whole line, in fulfilment of the country's obligations. The terms were, to put it in the mildest way, as economical as any made, or atsimpted to be made, by any preceding mment ; and therefore objections to them must either be simed at the contruction of the line at all, or at the details the arrangement. The first are excluded by the positive assurances lately tendered intarily by the Opposition ; therefore the piling up of immense figures is beside the purpose. Canada is bound to the work as solemnly as she is bound to the yment of her debt. And she is further nd to construct the whole line as pend to construct the whole line as peedily as possible—words which are gen-nally supposed to have a definite meaning, adspendent of all contingencies. This being the case, the Government re-ures no "positive vindication" of its ims at all. Having done what their pre-pressors failed to do, and secured the best

ossible terms for the country, Ministere aturally stand on the defensive. If an

that the ordinance that if a man will not work neither shall be eat is in force there also. It instantly loses all its charm for them. No policy which aims at comminating this class will be likely to succeed, either in benefit-ing those composing it very materially, or in promoting the development of the count-try. Man who are not willing to give eight or ten dollars an acre for excellent land ready for the plough on the line of a great railway are scarcely the people to make a country. Considering the charac-ter of the country, the nature of the soll, the fact that the land is capable of being made remunerative from the very begin-ning of its occupancy, and the opportuni-ties for easy communication with the out-side world, the highest price asked for the hands along the track of the Canada Pacific is little more than nominal, and really afould get, and recouped themselves by extravagant tolls at freight rates. Here that cannot be done; and this leads us to et freight rates. Here that cannot be done ; and this leads us to 6. The rates and talls. Here again the Consulidated Railway Act comes in force with an extension. The Governor-in-Council holds the power of reducing the tolls down to a minimum consistent with a bare ten per cent. profit to the company. 7. The exemption of station grounds, sto, has also been objected to. Here, at all events, the syndicate has not been over-grasping, seeing that they are allowed just one-fourth the oreadth of concession given to the Union Pacific. This item will form but a small one, and is the natural peu-dent to other equally justifiable ex-emptions.

dent to other equally justifiable ex-emptions. 8 Exemptions from certain Customs' duties. Here the Opposition has made a great flourish, posing actually as the advocates of the National Policy. It is sufficient to say that without such a stipu-lation it would be impossible to make a stable contract. Governments and tariffs change, and no capitalists could be ax-pected to undertake so colosaal a work without-some certainty of being able to know the end from the beginning. The organ is much enraged that while the Union Pacific Company was compelled to use only Americas from, the syndicate may employ British. Of course it knows well ess amazed at the suddenness with which the Opposition came to the conclusion that t was after all a very easy matter to build the Pacific railway, and that the plan of building was in their hands. Since the announcement of the terms of the railway contract the Opposition have not only British. Of course it knows well that in the nascent coudition of enough that in the nascent condition of Canadian, manufactures no adequate supply can be had of native material. It told its readers that there was a duty of ten per cent. on steel rails; there is no such duty, and rails; there is no such duty, and eversed their former opinions, but have received new revelations much more convenient than even those of the prophet Jon SMITH. When that departed saint was in need of a new reason for departing can be none for some time at all events. Everybody can import steel rails from decency he always received a fresh revelation ; and since our Opposition now as freely as the syndicate. With re-gard to the nuts, bolts, and fish-plates, the Canadian manufacturer will be placed on friends came to the conclusion to desert. all their principles and unsay all their speeches, they also put forward their new revelations. The public sense of humsur is of course very ksen, and people enjoy the spectacle of men turning somersaults for their anusement; but precisely the same footing by a rebate of 17 per cent. on all imported iron, and a bonus to Canadian iron-masters, if Canadian incu be used. 9. Branch lings. A great pother is raised over Section 14, which gives the power to construct branch lines. Now, conthe sense of propriety is stronger even than the sense of humour, and on a great national question the somersaults of public

sidering that Ontario has given bonuses to men are matter for condemnation, not the amount of nine millions, what for laughter and applause. The Opposition now are all for connec-tion with the States by means of railways : inducement do the readers of this object tion think is offered to the syndicate i Simply the road-bed, with station ground. the one thing necessary is the Sault Ste Marie branch line. Now, if the lim For twenty years the syndicate is protected by a provision against competing lines south, except such as run south-west, and north of Lake Superior were still a matter in the future There might be good reason for building the Sault Ste. Marie line. But with the line north of Lake Superior conare already in contemplation. That is surely a small measure of protection to a line which even its opponents call national. tracted for, with every inducement oper-ating on the syntlicate to put all their en-ergies into the building of that road, and with the fact that that line offers the shortest and the only national line made 10. Value of constructed works. It is insisted upon that the portion of the road al-ready made is worth \$38,000,000. If so, as we before argued, the late Government was we before argued, the late Government was more extravagant than most people sup-posed it to be. The total cost of the works from Prince Arthur's Landing to Selkirk, as accertained by the Government, has been \$13,580,000 ; of the Pembina branch, \$1,468,000 ; in British Columbia, from Kamloops to Emery's, \$7,950,000, and from Emery's to Port Moody, \$3,100,-000 ; to which must be added, miscellane-ous, \$302,000, and engineering on con-struction, \$1,600,000. Total, \$28,000,000 There are other points connected with plain to all, we do not imagine the public will consent to kick over the present bar-gain, commit itself to the building of the Sault Ste. Marie road, and leave the Bur-then of the line north of Lake Superior to be borne by the neurla in a few more time. pat us commercially at the mercy of American railways. Our imingration —which has suffered for want of through connection even during the past year-

These are other points connected with these objections we may have to notice hereafter. PACIFIC RAILWAY LANDS. Mr. GLEN's motion, " for the statistics

would be in danger of being diverted to the North-Western States of the Union ; and in fact our whole north-western counand other information on which were try would be at the mercy of the try would be at the mercy of the railway combinations, railway blockades, and rail-way interests of the United States. That fact is stronger than ever to-day, and if the Globs were true to its own past, it would still advocate the antional line, and de-nounce as traitors all who dared to differ from it. But in this as in other matters topsy-turvy is the arder of the day. Now, connection with the United States scens eminently desirable; though some toolish writers seem to think that it is the Government or the syndicate and not the Opposition that demands railway based the plans and prices adopted in 1879 for the sale of railway lands now "1879 for the sale of railway lands now "in force," evinces at least a commendable spirit of enquiry. A new member, taking his seat in Parliament for simost the first time, does well to get all the information he can; and in a transaction of so great importance as that which is at present before the House of Commons, certainly

point of riew, it now demands the ction of the mad in question as a putional and necessary link in the of communication with the Norththain of communication with the No. West. The new leader is not less solf-oor

West. The new leader is not less self-contra-dictory than his party and his organ. Whereas he formerly, even as late as late year, declared that no revenue at all could be appected from the lands—he now puts up figures to prove that the lands are of great value, and that a great revenue should be had from them. Whereas he formerly declared the whole scheme of building the railway a ruinous one—he now advocates the assumption of the work. by the country, for the purpose apparently of taxing the older movinces for the work. Whereas he formerly sided Mr. MACRENERS in his project of appuding \$120,000,000 in getting the railway built by 1891—he new demounces the project of getting its built by 1891 at a cost of \$75,000.000. What has caused these changes in Mr. BLARE mind—what has delirious man Whose fancy fues old and new, And made him that delirious man Whose fancy fues old and new, And made him that delirious man Whose fancy fues old and new, And fishes into false and true, And made all without a plan. We fear that party exigencies—the neoces-sities of Opposition—have made all these changes ; and that men who, when in pressing were the aloquent advocate of this pressing were the aloquent advocate of this s little more than nominal, and really af fords no reasonable ground of complaint. A SUDDEN REVELATION. Tax public must have been more or

changes i and that men who, when in power, were the elequent advocates of this great work, and demanded a patriotic aid from the Opposition, are now unwilling to give it any aid at all, and are pursuing on their own account a line of pestilent parti-sanalp which, if successful, would be a worke curse to the country than even their calamitous five years of power.

THE WRECKING QUESTION.

THE debate on the question of wrecking. so called, in the inland waters was on the whole the most satisfactory that has yet taken place on this subject. An American reader of observant disposition would, we have no doubt, be struck by the fact that on this, as on previous occasions, the American view of the case was put, and put strongly, by Canadian public man. Mr. ROBERTSON, of Hamilton, put the American case in a previous session. The American case was put by Mr. MoCUASG on Wednesday evening last. But the constituents of these gentlemen, who may chance to be personally interested in the purely Canadian business, must not suppose that the two members we have mentioned in any way soted as the advocates, pure and simple, of the American view ; The Opposition at one time were wery

tioned in any way acted as the advocates, pure and simple, of the American view i they simply performed the very proper and useful functions of putting forward in Parliament on a very vexed question the views autoritained by our rivals on that question. It is not often that similar generosity has to be obronicled in the proceedings of Congress; but we do not at all regret the generosity exhibited by our Parliament. The whole case is in a metshell. The Americans have, in the first place, misunder, stood our law; possibly some dull-witted Customs authorities on our side may have misunderstood it also. The first and gravest dharge against Canada is, that the law pro-hibits the saving of life and property by American tage on Ganadian waters. This is so preposterous a statement that we al-most withdraw the supposition that it is a mere misundarstanding of the law, it looks so like a gross, incorant misserprepa-tation. All that the Minister of Our one had to do way the tage of the law, it looks to like a strong, its or and the supposition that it is a mere misundarstanding of the law, it looks to like a form, first order, was issued ist December, 1877, and was as follows: "Pending instructions expected by this de pertomined that no vessel, foreign or Cana-dian, has legal right to interfere with greaked.

DOWN WITH THE NATIONAL POLICY.

Own of the Oppositions members, unfor-tunately for his party, let the cat gut of the bag as regards the real intention of the party leaders. The evident policy of Mr. party leaders. The evident policy of Mr. BLARE and SP Romans Cantwarent is not 'so much opposition to the Pacific railway scheme, to which their objections are few and futile, though lond and pa-sionate, as opposition to the National Policy. They are "laying in wait," as an Opposition member, himself not innocent of political ambush, put it ; and the party effort which is made account the railway of Mr. Pace, whose bosts are of first-class capacity, containing all the modern appli-ances, and are always kept with their fires ready, so that they can have steam up is one hour, and be on Lake St. Clair, or at Am-herstburg, or at the mouth of the river, within two hours of the receipt of a tolegram from Windeer. They are kept there the whole season, and, considering the enormous as-puse which a fleet of this kind costs, in the way of appliances, steam pumps, its., is would be most outrageouts to allow American visuels to compete with Canadian tugs in Canadian waters, unless some measure of reciprocity were granted." effort which is made against the sailway contract is in fact directed against the National Policy. Their grand ides of national development is first to destroy the industries which the National Policy has protected, encouraged, and created ; and has protected, encouraged, and created ; and then to tax an impovarished people in the older provinces for the building of the Pacific railway. They do not profess this openly of course; butthemember in question put his case in a moment of forgotfulness, and exposed for the consideration of the public what is in effect a conspiracy against the National Policy.

were granted." However the case may be, we are very well pleased to have had the discussion so full, so complete, and so satisfactory. More-over the deficiency, if there is any in our fleet of tugs, is likely to be supplied in the course of the season. Mr. Getter has a bill to incorporate the Wrecking and Sal-wage Company, "to carry on the business "of towage, and of assisting and saving " vessels wrecked or in distress, or the "freight or cargoes thereof, upon the high "essa, and throughout the various arms of "the seas and the inland waters, lakes, and "rivers of Canada." The incorporation of and exposed for the consultration of the public what is in effects conspiracy against the National Policy. The public are perfectly well sware of two things in regard to the Pacific rail-way: (1) That both parties are committed to the work in an irrevocable manner by legislation, apsechas, and actual expendi-tures on the work ; and (2) that is what-ever manner it is built it will cost con-siderable outlay for the country-the dif-ference being that Mr. BLARE wants to tax the older provinces for the work, whereas Sir Jonn wants to build it largely out of the proceeds of the North-West lands. These things being fully understood, we do not in the least imagine that the public will take much stock in the Oppo-sition policy regarding the Pacific railway. But the public are mightily interested in the National Policy ; even a large portion of the Grit party are strongly in favour of that people in general see, as now they must see, that the object of the Opposition is to destroy the National Policy, they will freat with proper indignation a con-spiracy against the national prosperity, which now is treated with something like contampt. "the ses and the inland waters, lakes, and "rivers of Canada." The incorporation of this company will probably put an end to all complaints of insufficiency in the tugs of Canada for the future. Meantime it is evident that the Americans have been making complaints with little or no reseon. They act most ungenerously towards our tags, and yet want from us all the privileges which they deny to our tugs. The settle-ment through reciprocity is one that has been suggested ; but as it appears from the debate that nine-tenths of the wrecks take place on the Canadian side, this clearly would be a very one-sided arrange-ment. Once the business of saving and assisting wrecked , vessels is placed on a satisfactory footing so far as Canada is con-ourned, there will be no longer any ground for even misrepresentations ; and our law

MR. JUSTIN M'CARTHY ON IRELAND.

Two current number of the Ninsteenth Century contains no less than three short articles strung together on the Irish crisis, and one indirectly connected with it, on Parliamentary obstruction, by Mr. RAINES. The first of the triad is by Mr. JUSTIN MoCARTHY, and those who have perused with interest his history of the Victorian age will naturally turn with interest to his brief paper on this burning subject. He is a Home Ruler ; but, from him, a fair and moderate statement of the land question will be expected, and the reader is not lisappointed. Mr. McCaster reviews Sir GAVAN DUFFY's " Young Ireland," but he brings the retrospect down to date and examines the opinions of Lord SEER-BROOKS only given in the same magazine 's Gmonth before. In describing the Young Ireland party, Mr. Moto do the work from which O'Convert recolled. He had led the hope of Ireland, and yet, when the time for action arrived, had bitterly disappointed it. Mr. SHAR-MAN CRAWFORD'S name is almost for-

EDITORIAL NOTES It is stated by an English newspaper that there are now more troops in Ireland, mile for mile, thas in india.

The Stratford Heruki says that Mr. Blake's speeches are only "sheet iron thunder." Our contemporary might have added that Sir Charles Tupper has punctured the sheet iron with many holes.

When Mr. Blake contends that the syndisate terms are bed it devolves upon him to show that better are obtainable-that is, if he favours the construction of the road. If he does not favour it, then it is for him to ex-plain why he supported a Government which spent \$25,000,000 on the undertaking. Mr. Maskansie said the Government of

\$71-2 might as well have offered \$30 as \$30,-00,000 and 50,000,000 scree for the ophstruction of the road ; yet now he and his friends are protesting against \$25,000,000 and \$5,000,000 acres. It is no easy matter to planse a sound Balormer when he is out of office.

The New York Journal of Commerce takes sp Prof. Hind's parable about the cooked figures at the Halifax Commission, and scenses the Dominion of being a party to a stupenious fraud. Our American contem-porarise are probably not aware of the fact that the Professor's case has been examined by the highest authorities and prenounced foundationless.

The schooling of many of Mr. Mowat's magistrator is not exactly up to the magistrates is not exactly up so un mark, but there is no reason why jurors, who are selected for political reasons, should not be at least fairly intelligent men. The Bruce Herald says a jury up there the other day returned a written verdict in these words We Jure dos Re-turp a Verdick for plantif."

The London Globe says :- "In his address at the opening of the Dominion Parliament, the Marquie of Lorne found hinself in the pleasant position of being able to felicitate the members of both Houses upon the return of commercial prosperity to their rising country. These congratulations are well founded, for there is plenty of evidence that Canada has made another and an important start in the development of her magnificent resources."

The Belleville Intelligencer says the so-called agitation there is confined to Beformers. The totice of the meeting read, " every Reformer nonce of the meeting read, "every Reformer is requested to be present, ' and is another place the conclaver is styled " an adjourned meeting of Reformers." Why not invite the general public to these gatherings, and let Ministerial speakers have an opportunity of replying ? Public opinion is not, as the elections of 1878 and the bye-elections have shown, Reform sentiment only.

It is a significant fact that the meetings called in various towns and citics for the purpose of manufacturing capital against the purpose of manufacturing capital against the C. P. railway are not called by or through the mayors or reaves of the various munici-palities, as is the rule with meetings of the people. These gatherings are merely assem-blages of partnams instigated by a Toronts dictator, and engineered by his tools. We have seen similar meetings called in tactious opposition to the N. P., and the result has been disaster to their promoters. The Moneton sugar refinery is doing well, and targing out a model attick. A shipment

and turning out a good article. A shipment to Halifax has been made, and it is stated a to Halifax has been made, and it is stated a car load is to be forwarded to Ontario. There, is great call us the load groces for the bome article, on account of its purity and evesten-ing qualities. One grocery has retailed six barrels during the few days the sugarhas been in the market. This is an industry which the Bithed Course and the sugarhas been in the market. This is an industry which would bot in any way assist, as the Bednath refinery would buy up competition and hold

Egypt was sorely moubled, but this Do-minion has been ruined more often, perhaps; an any other country under the than any other country under the sin : (1) by the coalition principle ; (2) by the Inter-colonial ; (3) by the Nova Scotia subsidy ; (4) by the Washington treaty ; (5) by the elec-tions of 1872 ; (6) by the prorogation out-rage ; (7) by the Pacific goandal ; (8) by the elections of 1878 ; (9) by the tariff of 1879 ; (10) by the Lotellier affair ; and now (11) the syndicate agreement is upon us. The only period during which the country has enjoyed immunity from disaster was between 1874 and 1878 ; and yet the people did not think eo. According to the faithful, this country can stand a great deal of ruining. If we read th ir record, as embalmed in their speeches and ed.torials, we find, spart from many minor ined.torials, we find, spart from many minor in-stances, that it was ruined by Confederation, ruined by coalition, ruined by the Washing-ton treaty, ruined by Lord Dufferin's griusal to un luly exercise the percogative, ruined by the N.P., and ruined by the punishment of M. Letellier de St. Just. And now it is ruined, positively for the twenfield and last time, by the railway contract. The Grit Cassandras must imagine that the people of this country have very short memories. The United States Consul at Gaspé Bay reports to Mr. Evarts that " American fish ermen are now seldom seen in those waters They stick to their own coasts, and have They stick to their own coasts, and have voluntarily abandoned as worthless the Cana-dian inshore fisheries, for which the Haljfax court made us pay five and a half million dollars, besides the remission of duties on the products of the Canadilin fisheries for twelve years." It was for securing such terms as these for his country that Sir John A. Mac-donald was abused by Messra. Blake, Mao-kenzie & Co. as a traitor. The Grit who should use such language in the same con-nection now would be hooted by his own friends, but similar language is being an-ployed in connection with the railway con-tract, and with equal injustice. The Detroit Free Press says :-- "We are just as much against the American fifty per cent. tariff as we are against the Canadian thirty per cent. tariff. Both are wrong, and both erect artificial barriers against the trade of two countries where nature and commor sense intended there should be none. Our fifty per cent. tariff is just so many per cent. worse than your thirty per cent. tariff. To all of which we say, knock off your fifty per cent. tariff, and we may then think about can-celling our thirty. In our opinion, in a free market we should haves good fair show, and possibly come out ahead, but in the views of our neighbours, judging from their tariff, it would seend us to the fore to the tune of about twenty per cent. Canadians do not fear a fair their and no favour, but they object to be cutrageously handicapped. thirty per cent. tariff. Both are wrong; and Since 1867 Hon. William Macdougall hes spent many a had quarter of an hour with the spent many a had guarter of an hour with the Reform party, but now that he is out again the syndicate agreement they seem incli-to take him to the fold again. The follow-eircular, signed by a leading Reformer of A-tor, is being circulated in Halton :--" Hen. Win. Macdongall, C.B., will a dress a mass meeting of the electors of Halt-at Milton on Wednesday, 29th inst. at the o'cuck, for the purpose of taking the see of the meeting on the propriety of accepting or rejecting the centract of the railway syndi-cate. Under the circumstances place attend and get as many of our Reform friends to at-tend as possible." "Under the circumstances our Reform friends would probably have been asked to stay away.

THIRD SESSION OF THE FOURT

THE SENATI PREVENTION OF C **PREVENTION OF CE Sir ALEXANDER CAMPBE recond reading** of the bill "A to continue in force for a limi Better Prevention of Crime Ad explained that it was intender for another year the Act under unight be searched for arms. The motion was agreed to an read the third time and passed pension of the rules.

PRIZE-FIGHTING

OTTAN

The House result in Com Whole the consideration of 'the Act respecting prize-fighting." Sir ALEXANDER CAMPH was understood when the oo yesterday that he was to have a to the first clause drafted so as accurately what a prize-fight posed, instead of an amendment clause, to move that the follow as a new clause to the fill :--** ing evidence of the circumstan with the origin of the fight or i the person before whom a comp under this Act is satisfied that intended fight was bona fide th or result of a quarrel or, dispute principals engaged or who inten therein, and that the same encounter or fight for a the result of which the' or transfer of monsy or at transfer of money or pends, then such person may in discharge the accused or impdes fine not exceeding twenty dollar not expose the Crown to the proving that a bet or prize pended upon the result of the threw the burden of establishin defander. If he could not be defendant. If he could prove a fight on which money or then he might be discharged or discretion of the magistrate. The amendment was adopted. Mr. FERRIER, from the c ported the bill with amendm

oncurred in. The Senate adjourned at 4.1

HOUSE OF COMM OTBAT

THE ROYAL COMMIS

Sir JOHN MACDONALD pr of the commission issued to M Meeter, and Miall to enquire connected with the Canadian P GERMAN PAMPHL Mr. MERNER enquired

AT. MALE.NER enquired y pamphlets which were written est of immigration to the Nort tories have been translated at the German language, and whet been eent to Germany as was by the Government last year, a copies have been distributed pess. Mr. POPE--I can say to m that there have been mamphle

that there have been pamphle German, of which 20,000 cop sent over to Germany for dis WEIGHTS AND MEA

Mr. ROSS (Middlesex) move of appointments and dismissal the Weights and Measures Act July, 1879. The Government, promised a reduction in the en-der this head. The promise realized, and now each inspect an average \$460 per annum which was the average a prior to 1879. The expend servasing in proportion to the servased greatly. Sin JOHN MACDONALP Government was quite ready formation asked for, and, perha would be glad to receive it ; bu the hon. gentleman had fallen of introducing politics in his sy in a question of administration there were no politics. It was of the present or the late Admi matter what Government was were equally interested in hav ent departments well administ garded the legislation itself, he at least some members of the ernment in 1873 were respon legislation, while for the admithe Act during the last five or late Government were respondent.

give the largest proper protection to our own tugs, consistently with the safety of

and a second second second second

A HAPPY THOUGHT.

are reminded that no vessel, foreign or Cana-dian, has legal right to interfere with greaked vessels on the Canadian shore, unless per-mitted by the Collector of Customs at the nearest port, after reporting to him, and so toreign vessel should receive such permission, as it is contrary to Customs law, and should be placed under detention in case of violation. (Signed), "J. JOHNNON." demands railway not the Opposition that demands railway connection with the North-West sia the Sault Ste. Marie rather than sie Canadian territory by a shorter line north of Lake Superior. All the interests of the syndi-cate tend to make the North Shore line an essential link in the chain of railway com-munication with the North-West; and all the interests of the swidlinks.

for even misrepresentations ; and our law should then be carried out with a view to

"I am informed there are wrecking the Collingwood fully upoel to all requirement also that the wrecking first at Suffice, to my personal knowledge the wrecking which is employed mainly on the D river, between Lake Huron and Eris very efficient vessels. Among others we the Madarthur, the Eris Bolle, the Minne the Faul Hacktett, and many others we the Detroit river and many others of ou the Detroit river and many others of the Baul Hacktett, and many others of ou the Detroit river and many others of ou the Detroit river and many others of other has especially called down the of Ms. Pace, whose boats are of first canacity, containing all the modern

Iternative plan at once as practicable, as thorough, as cheap, and abuve all, as con-instent with the country's "moral as well "as legal" obligations, can be proposed by responsible parties, by all means let its terms be stated. Such Schemes as have ret been mooted, either by Opposition leaders or organs, are merely figurents of the brain, without tangible basis, and inthe brain, without tanging oasis, and the volve the postponement of the work the Deminion is bound to complete in its en-tirety to an indefinite time, if not alto-gether. Let us therefore examine the whief objections to the syndicate scheme, thich may be stated in order : L. The land grant. An attempt is made

to show that the company has undue advan-tages in the selection of lands. The MAO-NENZIE Act of 1874 promised lands of average value; the contract provides that lands " not fairly fit for settlement" shalllands "not fairly fit for settlement" shally be rejected, and no others. There is no lifference there to speak of. Should there be a deficiency in making up the total streage, alternate sections are to be laid the sompany may construct ; in all asses the Government retaining the oppo-its sections. If any method more advanageous to the country could have been de-

2. The value of the lands. There can the no objection to any fancy value put upon the lands so long as it is applied im-partially; but if Mr. MACKENZIE's forty lions, be estimated at a dollar or two lars, so must the twenty-five millions anted to the syndicate. The object of ckoning the one at a different price from e other is obvious. Whichever estimate adopted, the new arrangement is vastly eaper than that of 1874

8. The standard of construction. Here n objection has been raised that the Union actific of the United States as temporarily aid down in 1869 was worthless, and ough not to be accepted in Canada. The Ameri-an line-was hurriedly laid down in the first place, in order to secure the bonus within the stipulated time. No one was more surprised than the members of the syndicate when they found themselves suspected of harbouring the design of making a mere trainway across the continent ; and in order to avoid all cavil upon that score they are willing to make an agreement at pree, taking the Union Pacific, not of once, taking the Union Pacific 1869, but of 1874, as a standard.

"A The exemption of espital stock. It is arged that this exemption from taxation will amount to an immense extra bonus; and yet those who make it know bonus; and yet those whe make it know that the provisions of the Consolidated Railway Act of 1879 are applied and ex-tended under the proposed Act of Incor-poration. The capital stock of the company ander that Act does not include either Jovernment or municipal bonuses, and hat effectually disposes of the objection. 5. Exemption of lands from taxation for menty years. In the organ of yesterday there was, a grossly unfair statement of both the Union Pacific and the syndicate mrangements, but our contemporary was he case of the lands, there are two objecin case of the lands, there are two or inst ons, mutually destructive. In the first lace, it is said that exemption the company to hold place, it is said that exemption will enable the company to hold on to the lands for a rise in price, ignoring the fact, that the syndicate only receives the money and land for each twenty miles completed and equipped, and that without realizing upon the lands is cannot construct the life st all. The other objection is founded upon American

nothing should be done in the dark. And not the Opposition that yet one is surprised that such information as that which is asked in this instance should be needed by anyone of ordinary information and intelligence. That the value of lands lying immediately along the line of a great highway like the Canada Pacific are more valuable than lands lying at a considerable distance from it, or any other railway, is a fact so patent that it scarcely requires to be certified to by Parliamentary returns. The quality of other lands may be just

numication with the North-West; and all the interests of the syndicate seem to us to be involved in getting that link built and connected as rapidly as money and men can accomplish the work. All the new revelations of the Opposition, all the new schemes that suddenly seem so easy that one wonders no one thought of them before all the new ideas plane projects The quality of other lands may be just as good, and ultimately, when the country is fully opened up, and highways are con-structed, those lying twenty, thirty, or forty miles from this particular road may prove to be equally valuable with those lying along its track; but it is not hard to see that for the present settlers along the line of the great railway will have a great advantage over those further from it. The division of those lands into belts running complete with a mileray, and the greadua before, all the new ideas, plans, projects, and pretences will, we are convineed, fail to shake the public confidence in the Gov-ernment which has had the courage to make one great National Policy experi-ment in spite of protests quite as loud as those made now, and which in making this Pacific Railway experiment feels just as confident of success, in spite of opposition quite as demonstrative.

> -----A DELIRIOUS PARTY.

be borne by the people in a few years

strongly moved against any American rail way connection. Such a connection would

In relation to the Pacific Railway contract the present Opposition are in a state of active delirium. It has taken the form of contradiction. Not a single expression of opinion of either the press or the party has escaped the fever of contradiction which has seized on them all. No attentive reader of the speeches and papers can have failed to notice the fact. Did they formerly advocate the building

advantage over those further from it. The division of those lands into belts running parallel with the railway, and the gradua-tion of the prices according to the distance from it, was a perfectly equitable arrange-ment. If people want land immediately along the line of one of the greatest rail-ways in the world, surely they ought to be willing to pay a reasonable price for it ; and, on the other hand, if they want to get intrinsically valuable lands for no-thing, or next to nothing, they ought not to object to going a few miles back into the country. Everybody cannot live be-side the track of a great railroad. Some persons, if the whole country is to be filled up, must go into the interior ; is it any hardship, then, to require those who will not go away from the railway to pay for the privilege of living beside it ? This is a matter of very little import-ance, it is true ; of too little, in fact, to make it worth while to take any notice of it, but for the fact that it affords an oppor-tunity of illustrating the unreasonable of the whole line down even to 1878-they now advocate the building of it only in sections. Did they formerly advocate the construction of the road by means of a subsidized company-they now denounce the idea of tunity of illustrating the unreasonable character of the glamour which has been a company, and advocate the building of the road by the Government. Did they raised against the Government concerning its land policy in the North-West. Soreformerly adopt a scheme of subsidy involvtormerly adopt a scheme of subsidy involv-ing in land and money for 2,000 miles a subsidy equal to \$120,000,000—they now wildly denounce for a longer road a cost in land and money and construct-ed work of \$78,000,000. Did they forheads, who have gone out to that country with the hope of being able to "home-"stead" valuable lands alongside the railway track, or to get them for a song, when they found that they would have to pay four, or six, or eight, or ten dollars an acre for land situated as they wanted it, came back full of indignation, and of course abused Sir Jones MACDONALD'S merly depreciate the value of the lands and treat with ridicule the idea of saying they were worth one dollar per acre-they now exaggerate the quality of Administration for its illiberal policy, by which intending settlers were being driven out of the country. There is a class of emigrants to every new country that any conceivable policy would discourage, and pitimetals drive out the land and put up the value of it to \$2 and even \$4 per acre. Did they formerly denounce the whole scheme of building the road by means of public money as a

conceivable policy would discourage, and ultimately drive out. Of this class the bulk of the "Home-steaders" in the Western States is made tp. Everyone who has travelled in those states and territories has met these people, with their faces toward the east, wonding their area has theme profitable enterprise. Their chief organ is even more wild Their chief organ is even more wild than the leaders of its party. Where it formerly declared the Yale Kamloops acc-tion to be one shat should have been built two years ago, as it would be a " paying " line from the first," it now declares that the line should not be built at all, and that it is an avtragement and under people, with their takes toward the east, wending their way back through regions of extraordinary fertility, where other people are not only winning for themselves a comfortable livelihood but actually growing rich, to the place from which they come and he has been back growing rich, to the place from which they came; and he has heard such con-temptuous remarks from the settlers con-cerning them as this, "There goes "another poor fellow to spend the winter "with his wife's relations." There are, un-happily, such people in every commu-pity, and they are apt to be the first to emigrate to any new country which, to their not very intelligent apprehension, appears to afford them the prospect of living without work; but when they find

The object of the provision of the law was twofold : to protect the revenue, and to protect also the Canadian tugs. Probably in Mr. BURPE's time the revenue alone was thought of. The next order was in 1878, and runs as follows :

1878, and runs as follows : "CUSTONS DEFARTMENT, "OTTAWA, 8th March, 1878. "STR, --I am instructed by the Minister of Customs to call your attention to the bearing of the Customs law upon the treatment of wracked vessels or property in Canadian waters, which provides in effect that no ves-sel, foreign or Canadian, has legal right to in-terfore with wrecked vessels or material in Canadian waters, unless permitted by the Collector of Customs at the nearest port, after reporting to him. And as foreign ves-sels should not receive such permission, as it is contrary to Customs law, they should be placed under detention in case of violation. "I have the bonour to be, sir, "Your obedient servant, (Signed) "J. JOHNEON. The two latter powerful minds have pro-

told the farmers that protection would burden them for the benefit of the townspeople ; they assured the townspeople that protection would tax their breadstuffs

"Your obedient servan, (Signed) "J. JOHNSON, "The Collector of Customs "Port of ____" If it be said that the literal meaning of bid our law open to the that protection would tax their breadstuffs for the benefit of the farmers; they wanted to make this a cheap country to die in, and could print with pride to the fact that cheap countries like China were much h prior than protected countries Mke France, Belgium, and the United States. But hever in their most eloquent moments did it occur to them that one of the worst evils of protection was the choking of the national treasury with so, much money that in free trade would be found the only remedy. It re-mained for one of those brilliant mortals who adorn the English press to discover this dreadful fact. Lest we be accused of exaggeration we quote from the St. James these circulars faid our law open to the charge of barbarism, the reply clearly is, that the term "wrecked vessels" has an obvious trade meaning, and does not at all mean a vessel which is in such danger as to render loss of life possible or probable, and the inimical interpretation has to be forced, but does not naturally flow from the circular. The next circular was as

the circular. The next circular was as follows: "Crearous DEPARTMENT, "OTTAWA, 19th Sept., 1879. "Srs,--Referring to Departmental Circular No. 210-3, of 5th March, 1878, on the subject of wrecking by. foreign vessels in Canadian waters, I am desired by the Minister of Cus-toms to inform you that the circular is not to be understood as having any application to cases wherein life may be in danger, or where property may be jeopardized by delay, such, for instance, as the grounding of a vessel in circumstances in which immediate assistance would prevent a wrock; nor is there any pos-sible case in which vessels of any nationality should be prevented from going to the resour-on degree of being delay. "You will understand the term 'wrecked vessels or property is Canadian waters' as ra-ferring to vessels and cargoes cast upon the Canadian shores and oargoes cast upon the canadian shores and oargoes cast upon the coods which may have been discharged or bloated of therefrom, and east upon the coast ; and in either case, coming within the provision of the revenue laws. "I am Sir. exaggeration we quote from the St. James' "The report of the Commissioner of Inter-nal Revenue of the United States brings be-fore us the means by which, in the course of a few years, free trade will be forced apon the American people. The receipts of internal revenue during the past fiscal year exceeded these of the preceding year by two millions revenue during the past fiscal year exceeded those of the preceding year by two millions sterling; and in the first four months of the current year—July, August, September, and October—they exceeded those of the corres-ponding period of last year by half a million sterling. The Commissioner, therefore, re-commends a reduction of the taxation on spirits, beer, and lohaco to the avatant of

commends a reduction of the taxanon on spirits, beer, and tobacco to the extent of £2,200,000. Obviously, as wealth and popu-lation grow, taxes must be repealed from sheer lack of means of expenditure."

coast; and in either case, coming within the provision of the revenue laws. "I am, Sr, "Yeur obedient servant, "J. JOHNSON," This circular has been promulgated since September, 1879; it has appeared two or three times in these columns; it is in the hands 'f every Customs authority, and there is therefore no foundation whatever for the scandalous misrepresentation of the meaning of our law in regard to the sav-ing of life and property. The next point in dispute is one about which different opinions still exist, viz, whether the Canada flees of tuge is suffi-cient for the business. The Americans de-alars it is not. Mr. McCuste thinks it is not. Ms. PATTERON, of Easer, Mr.

lation grow, taxes must be repealed from sheer lack of means of expenditure." Really, you know, this is too awfully awful I What a great pity it is that the Democrats were not furnished with this argument during the recent Presidential contest, for then indeed would Hancock and free trade have triumphed. The peasantry of Ireland and the labourers of England can testify that the argument is a forceful one. Their rulers are not troubled as to how they shall spend their revenue, while the unhappy people of the United States are groaning under a gorged, and bloated tseasury, which can find no relief save in a return to what Mr. MACUENTIE used to denominate "the great principles of eviliation." We commend this happy thought to Mr. BLANE. Decked out in his ponderous periods, and illustration by Globswoodcuts, it, could not fail to fim the Canadian heart; and to cause the people to rise in their might and hurl from power the "thivering

n : but he nately out of town, and no answer was received. Hence to-night's meeting, like that at Hamilton, and like those which have been held in East York, will be simply a Grit caucus. Still, there is no reason why the people, Conservatives as well as Reformers, should not attend and hear the land question under the name of "ten-ant-right " into the Commons. O'CONNEL ridiculed him, and even went so far at a ridiouled him, and even went so far at a Dublin meeting as to interrupt and chaff him. Grawyrono, however, though not an able or eloquent man, managed to do something, at least in form. In 1843, the Devon Commission, so called from the Earl, its chairman, was appointed to in-vestigate the subject of Irish and tenure and the state of the agricultural population. Its work was conscientioually performed, but acting agring of it. because, according Reformers, should not attend and hear what the hon, gentleman has to say. But to call this hole-and-corner work agitation, or to assert that it brings out a fair expres-sion of public opinion, is supreme non-

its work was conscientiously performed, but pothing came of it, because, according to Mr. McCarray, the Government had to reckon with its following. Finally, after the flasco of 1848, a humber of the party

THE raison d'etre of free trade has been the fiasco of 1848, a humber of the party were won over to the Government, and took affloe-Santers. Monsell (Lord Emly), and ethers. They were satirized by the Nation because they had always protested that they would never take office unless Mr. SHARMAN CRAWFORD were made Cabinet Minister. They had deserted both the Pope and Ireland, as the satirist took care to remind them : discovered at last. We grieve to say that the honour of the discovery belongs neither to ADAM SMITH, DOF BASTIAT, DOF Sir RICHARD CARTWRIGHT, DOT Mr. MILLS. mulgated many reasons in favour of free trade, but have never been struck by the happy thought to which we allude. They

"Here's a health to the Pope, and they winked as they quaffed. Here's to old Sharman Crawford, and loudly they langhed."

And again : 'They rush'd from the revel their claims

to parade, For 'tin' is the want of the Irish Brigade."

"They rush'd from the revel their claims to parade." For 'tin 'is the want of the Irish Brigade." Mr. JOHN DILLON, the father of Mr. PARKEL'S somewhat boisterous licutenant, only demanded a revaluation of the land and fixity of tenure, whilst he denounced the murders and outrages with which his son's name is indirectly connected. As for Mr. McCarrist himself, we are not left in doubt. He is willing to accept Mr. BREET'S three principles and nothing less. He believes that if English states-men would only take the Homo Rulers into their confidence a settlement might be made which would prove satisfactory to all partice. Lord SHERBEROUX, he thinks, is so bewildered in the face of the Irish difficulty, that he is incepable of judging to any purpose. "He becomes as hope-"lessly embarrassed in mere legal techni-"alities as the driest lawyer on the other "alities as the driest lawyer on the other more the question: "What is a landlod, "or a tenant !" And his answer was that they were persons who, being of age, had more. Mr. McCarrier, ou the other hand, contends that this view is utterly inade-tive on and by the soil ; the soil is limited, and therefore, as between landowner and peasant farmer, there can be no freedom of contract. He quotes Lord SHERBEROUX against himself, where he says. "There is "no real bargain when one gide cannot re-"fuse whatever terms the other sees it to "impose." Or, as an Irish suthor puts it, "They (the tenantsh make the best "terms they can, which, in truth, "means bowing to whatever the "homilpotent master of the aitmisting tord SHERBEROOK's solvies about Anomalous state of things Mr. McCarrier unites with the League in demanding the three F's There is not much about Home Rule in this paper, but in the end, when diamissing Lord SHERBEROOK's solvies about a salu-tary remedy, the writer says that as his locking dogs not seem '' sheaver-inspired "and, that is the firsh people, should be "allowed to try for themselses in what "direction it lies." Try i but haw !

THE NEPIGON BRAN Mr. DAWSON moved for a surveys made in the fall of 1879 ter of 1879-80 of the southern r hue between Red Rock, Nipig the terminus of the Pacific railwa Bay. He said he unders route had been found. The motion was passed.

LIFE-SAVING STATIC Mr. CHARLTON moved for correspondence on the question ing life-saying stations on the ing life-saying statisfies on the of the Dominion. He believed no stations of this character of waters. He gave statistics great value of life-saving static coast of the United States and lakes sind by theoretic the and coast of the United States and lakes; and he thought that under stances action should be taken erament in connection with th portant matter. The United St ment had 139 stations on the At 24 on the great lakes, and 6 on coast. Six men were of great ser ing vessels in a periloth position wreckage. He boped that the would follow this example. The motion was carried. MMIGRANTS

IMMIGRANTS

IMMIGRANTS. Mr. GLEN moved for a state sumber of immigrants into Can month in each year from 1874 elusive. He believed the return that the greater number of imm into this country during the seas tion, and that if the Sunt Ste. I was built, which could be do there years, we would be able our immigrants to the North-We

mad and ruinous undertaking-they now demand that it shall be built as a public work, and declars that it could be made a

that the line should not be built at all, and that it is an extravagant and useless undertaking. Where it formerly sdyo-cated the pushing forward "firmly" of the whole work, including the line north of Lake Superior, it now wildly demands delay, though the circumstances of the country have greatly improved, and though the line is to be rapidly built at the cost to a very large extent of the syndicate. Where it formerly denounced the building of the Sault Ste. Marie line as an anti-national

