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WILL CURE

SCROFULA,

Scrofulus Humor.

VEGETINE will eradicate from the system every taint of Scrofula and Scrofulous Humor. It has permanently cured thousands, in Boston and vicinity, who had been long and painful sufferers.

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The marvelous effect of Vegetine in case of Cancer and Cancerous Humor, challenges the most profound attention of the medical faculty, many of whom are prescribing Vegetine to their patients.

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VEGETINE has never failed to cure the most inflexible case of Canker.

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The VEGETINE meets with wonderful success in the cure of this class of diseases.

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Tetter, Salt Rheume, Scald Head, &c., will certainly yield to the great alterative effects of VEGETINE.

Erysipelas.

VEGETINE has never failed to cure the most inveterate case of Erysipelas.

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Reason should teach us that a blotchy, rough or pimpled skin depends entirely upon an internal cause, and no outward application can ever cure the defect. VEGETINE is the great blood purifier.

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Are caused by an impure state of the blood. Cleanse the blood thoroughly with Vegetine, and these complaints will disappear.

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For this complaint the only substantial benefit can be obtained through the blood. Vegetine is the great blood purifier.

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VEGETINE does not act as a cathartic, to debilitate the bowels, but cleanses all the organs, enabling each to perform the functions devolving upon them.

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VEGETINE has restored thousands to health who have been long and painful sufferers.

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If VEGETINE is taken regularly, according to directions, a certain and speedy cure will follow its

Faintness at the Stomach.

VEGETINE is not a stimulating bitters which creates a fictitious appetite, but a gentle tonic, which assists nature to restore the stomach to a healthy action.

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VEGETINE acts directly upon a cause of these complaints. It invigorates and strengthens the whole system, acts upon the secretive organs, and allays inflamation.

General Debility.

complaint the good effect of the VEGETINE are realized immediately after commencing to take it, as debility denotes deficiency of the blood, and VEGETINE acts directly upon the blood.

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Chatham, Nov. 17, '80.

80. '80.

CHRISTMAS.

On hand, a fine assortment of Goods for the Holiday Season, consisting of

Turkeys, Geese, Ducks, and Chickens.

Hams, Sausages, Butter,
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Currants Apples,
Granulated, Brown & Crushed Sugars,
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Comprising: Peaches,
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BREAD, BISCUIT & CRACKERS,
CAKES of all Descriptions.

Wedding Cakes Made to Order.

☞ Orders Solicited for X'Mas. ☜

HENRY WYSE.

N. B.—Will have on hand during Christmas week, Oranges Lemons, Grapes, Figs, Prunes, all fresh and good. H. W.
Castle St., Newcastle, Dec. 7.

Miramichi Advance,

CHATHAM, - - - - DECEMBER 16, 1880.

Dominion Parliament.

The fullness of our Parliamnetary Report, which is commenced on the first page, renders extended editorial notes on the subject unnecessary. Our correspondent at Ottawa sends us a letter, however, from which we select the following as being of interest :

Parliament opened with the usual formalities, viz.: six Dominion flags displayed from the Government buildings and a dozen more through the city in the neighborhood of the buildings. A salute was fired by a Battery about half a mile off. A hundred volunteers were drawn up in front of the main entrance. The thermometer was ten below zero and a stiff breese blew over six inches of snow, drifting it about and adding action if not *eclat* to the out-door portion of the performance. Things looked more gay in the Senate Chamber. The Governor-General read the Speech, sitting on the "Throne." On either side of him stood his aids, the ushers and a goodly number of Officers of Militia, all in dress uniform. Immediately in front sat the Judges of the Supreme Court in their scarlet robes and further down the Chamber sat the Bishops. The portion usually occupied by the Senators was now graced by some fifty ladies in full toilettes—this being about half the number usually present. The severity of the day and the absence of the Princess were, no doubt, the cause of the small attendance of the gentler sex. In front of the ladies sat the members of Senate, most of them in full evening dress. About half the members of Commons stood at the Bar and the Galleries were well filled by some four hundred persons—all supposed to be admitted by ticket.

The Speech is much in the usual form. The Opposition, however, refuse to accept many of its statements without question. They do not endorse its references to the Intercolonial. They recognise in the exorbitant rates of freight charged, the delays in forwarding freight, the difficulties in getting just claims satisfactorily considered and the running down of rolling stock, but poorly offset by the alleged nearer equalization of Receipts and Expenditure. The alleged utter failure of the Northwest Indians' food supply is disputed, it being held that as long as "Brother" can find some one to feed him in idleness, he will always be in want. Besides, it is justly said that such an allegation in the Speech is damaging to the vaunted capabilities and resources of the great Northwest. It is also disputed that the Tariff has not only promoted manufactures, but the other products of the country. All ask what "the other products" are? Has the Tariff promoted the good harvest? It seems that the Tories refuse to give God the praise; they would take all the glory to themselves. Report says the Government are determined to force the Syndicate bargain through Parliament before Christmas, if possible, and will allow but the most brief recess unless they are permitted to do so. It is also said that the offers from other parties to build the Railway to which Sir John, Sir Charles and other ministers have referred, were all imaginary and that the fact will apear when copies of such contracts are moved for, as they will be. Of course the Government will find some pretext for refusing to bring these imaginary offers down.

The Syndicate contract causes unfavorable comment. Its terms are much more adverse to the country than they were before supposed to be, the undertakings of the Government being burdensome, while the company were forever exempted from local taxation, and permitted to import all they need duty free. It will be the greatest monopoly ever established in any country and shows the madness of the British Columbia bargain. Sir John must realize that history will recognize in him the author of a stupendous folly, of which the country must forever feel the damaging effects.

Fairly good feeling seems to exist in parliamentary circles, but the Session will be a hot one.

Mr. Blake made a noble speech on the address debate. Ministers winced under it. Sir John—always an inferior speaker, his whole strength lying in his power as a tactician—labored hard in reply, but could not raise ethusiasm either within himself or amongst his followers. Beattie made a poor speech in moving the address, his style of delivery being that of a third rate local preacher. With the exception of McDougall and next to him Tupper, and then Tilley, all the good speaking talent is on the opposition side of the House.

Billy-Jim-Jack-ism.

If Minister Pope would order the abolition of arbitary lines which are a great hinderance to Miramichi fishermen in pursuit of their calling, he might cease to be looked upon as an official nonentity, so far as this County is concerned. We referred, last week, to the unfair discrimination made by him against the smelt-fishermen of Northumberland in favor of those of Kent—in permitting the latter to fish and avail themselves of the first and best markets, while he would not allow the former to wet a net—and suppose it is hardly to be expected that a man capable of such unfair and arbitrary exercise of power would remove any disability imposed on those who seem to be his objects of persecution. We venture, however, to ask him why it is that when a Mirrmichi smelt-fisherman takes out a license and pays for it he is not allowed to place his net on the side of the river he likes best? It may be that the persons selected from the grocery or the barnyard to oversee the fishermen's operations hereabouts are capable of appreciating the absurdity of the present arbitrary district lines, but if they do it is to be presumed that they are not expected or permitted to suggest any changes or improvements. The fact is that Bill and Jack and Jim, having worked hard in election times had to receive reward therefor. They were, therefore, made fishery officers. The river was divided up into districts for them, the size of each district being governed by the location of the favored one's grocery or barnyard. The fish were evidently expected to reslise when they crossed the lines supposed to bound these districts, and Billy's fishermen were to exercise the greatest circumspection in order that they might not trespass on Jimmie's or Johnny's domain. It thus happens that the enlightenment of our rulers at Ottawa has brought about a system of fishery management by which the water where the fishes are and the fishermen who are expected to live by the pursuit of their calling are secondary considerations. An overseer issues a license. If he happens to have been of considerable consequence in the last election campaign, the licensee will have quite a large district, embracing both sides of the river covered by his license. If, however, it is otherwise, then the license covers only a small area of water and admits of the holder fishing on one side of the river only. Then, there is always some doubt as to where the middle of the river is. Of course the grocer don't know and the man from the cow-barn is equally unable to determine, so the matter is left to the licensee if he is on the right side of politics, and to the grocer or cow-barn man if he isn't. This kind of thing suits Mr. Pope and his advisers here, and is a just reflex of their management and intelligence in matters affecting the public.

The New Judge.

Undue haste appears to have been indulged in by the Dominion Government in appointing a successor to the late Judge Fisher, as before that gentleman's remains were buried, Hon. Geo. E. King of St. John had received the appointment. It was thought that County Judge Waters, of St. John, was entitled to promotion, or that Hon. Atty.-General Fraser's claims were before those of other gentlemen. Our Ottawa rulers decided otherwise, and however ill-advised their haste in the matter, those who had a right to expect better treatment, will only be obliged to bow with that humble submission to be expected of those who are capable of admiring such politicans as Sir Leonard Tilley, Sir John A. Macdonald and Sir Charles Tupper.

Hon. Mr. King is a gentleman of good education and fine abilities. If he can make up his mind to work sufficiently hard, will, no doubt, be an ornament to the Bench. While in active politics he displayed individual force of character and tact, which stamped him as a natural leader of men. As he is yet a young man, there is little doubt that he will attain to eminence in a position on which he enters with such fair promise.

DOMINION PARLIAMENT.

Continued from 1st page.

Friday's Proceedings.

Dec. 10th.

THE ADDRESS.—MR. BEATTY.

Mr. Beatty, on rising to move the address, was cheered by the Ministerialists. He referred to the bountiful harvest, the improvement in business and general prosperity. The latter was attributed by some to the harvest, by others to the National Policy. We should be badly off without the policy and worse off without the harvest. The maddest Tory would not say that taxation was an unmixed blessing, but he claimed that under the N. P. the paying power of the taxpayer was increased. The tariff did not injure the farmer, while it benefitted the cities. There would be a million and a half surplus this year. The country had endorsed the N. P.

(Opposition cries of "no, no!" Ministerial cheers.)

Mr. Beatty, continuing, said the by-elections proved the country's approval.

Mr. Mackenzie—Not in West Toronto.

Mr. Beatty—West Toronto did not endorse the Opposition.

Mr. Mackenzie—It reduced the majority.

Proceeding, Mr. Beatty claimed that the Pacific Railway was necessary to the country. The Government had either to build the road themselves, let it out to contractors by sections or let it out to a company. The latter was the policy of both parties. Under the present contract, we would know at once what we had to pay. Money would be brought into the country to build the road and immigrants to settle our lands. The country only wanted men, women and money. (Laughter.)

Sir John—And children.

THE INTERCOLONIAL.

Mr. Beatty—Give us the men and women, and the children will follow. He claimed that great saving had been made in the working of the Intercolonial. The loss last year was $716.000; this year only $97.000. On the last three months there was a net profit of $14,000. He touched briefly on the civil service, Indian affairs, the training ship, and closed by a reference to the great resources of Canada in the soil, men, forest and sea, perfect liberty, just laws, needing only a national sentiment and consolidation which would follow the construction of our great national highway. (Cheers.)

MR. VANASSE.

Mr. Vanasse seconded the motion in French. Vanasse concluded in half an hour.

Mr. Speaker, putting the question, asked whether it should be taken *en bloc*, or paragraph by paragraph. Mr. Blake said the latter.

MR. BLAKE.

The first resolution being read, Mr. Blake rose. He was greeted with Opposition cheers. After referring to the harvests, etc., he corrected Mr. Beatty's reference to the North Oxford election, reading from Mr. Sutherland, the member-elect's speech, to show that he was, and always would be, a Reformer. No Tory dare go to the polls in North Oxford. (Cheers.) In West Toronto the Conservatives had a Phyrric victory. A change as great through the country as was shown in West Toronto would change 64 seats and overturn the Government.

The Pacific R. R.

The Government, on their return to power, proposed a scheme of building the road throughout in first class order. They changed this to a proposition to build a cheap road in sections. We now had the third proposition differing from both the others. Last year, Dr. Tupper had said that a good commercial line could be had south of Lake Superior by Sault Ste Marie. Lately, when inquiry was made, the Ministery stated they would take steps to survey this branch with a view to aid its construction. We were now told the route north of the Lake was chosen. He would not discuss the merits of these changes, but point out their importance. We could not pronounce upon them without the terms before us. We don't know the cash price on the works constructed or the amount of lands given in the subsidy, or the terms of selections. We don't know the route, whether laid down in the contract or subject to the approval of Parliament. If we built north of the Lake were we to lose the Sault Ste. Marie line? We know not the character of the road, who is to own and run it, or when it is to be built. The country must guard itself against such railway monopolies as had grown up in the neighboring country. Referring to the cheapening of transportation owing to steel rails, better engines, etc., he said, that where monopolies existed people had no advantage from these improvements. Thus from St. Paul to Winnipeg the winter rate was now five times as great per mile as from Montreal to St. Paul. Under such circumstances it was the duty of the government to provide for reasonable rates for traffic. If this were not done the North-West would be utterly in the power of the Syndicate. When the government was building the road, they could regulate and control it now that the work was passing finally out of our hands, these points must be carefully guarded. When the Premier returned from England, he was reported to say that the contract was closed and the work would go on whether Parliament took action at once or not. Now we were told in the speech from the Throne that the sanction of Parliament is immediately necessary. He (Blake) held there should be ample time for discussion before deciding. He would have preferred that the people should have been asked to pronounce upon it at the polls, rather than have the scheme kept from their knowledge till after it was settled by Parliament. There was a rumor going around the House that if we accepted the scheme we should have a holiday and not otherwise. If this contract was ratified before Christmas, large numbers of the electors would not even read its terms until after it became the law of the land. Last year we were told the visits of the Ministry to England would be saved by the appointment of a High Commissioner. But ministerial visits went on. Last year we were told two distinct offers were made to build the Pacific Railway on favorable terms. The House was entitled to know the nature of these and other offers. Other questions would have to be discussed.

Land Monopolies Immigration.

There were the land monopolies other than of the railway lands. We had been told that Mr. Brassey would buy one hundred square miles and settle it with his son—and that would be a sparse population. The Government should submit such great land purchases to Parliament. He favored the aiding of railways in the North West by land grants, but it should be done by Parliament, not by the Government. Many railroads would be needed, and Parliament had not yet given the Executive the right to lock up large tracts in the manner that had been done. The Premier had last year said 25,000 immigrants would go into the North West this year. He (Blake) was told not one third of that number had gone there. Some that went there had afterwards left, owing to the land regulations. Government notices had prevented and forbidden settlers to take lands at Turtle Mountain and intending settlers there had crossed into the States.

CIVIL SERVICE

He referred to the Civil Service commission mentioned in the Speech, in which a great deal more interest was taken. (Opposition cheers)

A Singular Court.

He referred to the Pacific Railway Commission appointed to inquire into statements made on the floors of Parliament. He protested against the Executive appointing a commission for such a purpose. For such inquiry Parliament should provide the machinery. The appointment made in this case was an attack upon the usefulness of Parliament. It was contrary to the principles of reason and justice that Ministers should appoint the judges to try themselves or to try their adversaries. (Opposition cheers.) Who were these Commissioners, before whom Ministers and ex-Ministers were called to purge themselves on oath of their real and alleged misdemeanors? The result had certainly not damaged the Opposition, but great wrong might grow out of such Commissions. He held that both sides should be represented, and not a tribunal packed to whitewash one side. There was a greater tribunal, that of public opinion, who wanted to know all the facts, and would decide upon them in its own way. The time had arrived when Parliament should pronounce upon this subject. It should take measures to prevent contract breaking (hear, hear) and settle how members of Parliament should engage in such matters.

The Exodus.

When the late Government was in power, gentlemen opposite lamented with tears in their eyes, the exodus of our people. They used the American official statistics, never disputed till now, and showed that 120.000 went away in the five lean years of Liberal rule. The same statistics showed that in the five years previous, under Tory rule, 209,400 had gone. Well, they have returned to power and the people were again flying the country. In the last fifteen months 137,279 had gone—more than in the five years of Liberal rule. Yet there was not a tear fell from Ministerialists. He held that both sides should weep together over these results. He showed how the Finance Minister had reached a different result by taking figures for the calendar year instead of the fiscal year. (Sir S. L. Tilley, no; Opposition cries of yes! yes!) It is said we should keep silence; did you keep silence? He quoted Sir John's previous utterances about our wisest, best, bravest and strongest leaving the country in 1878. Now, when three and a half per cent. had gone in fifteen months there was not a groan. (Cheers.)

Gingerbread etc.

The House then took recess. After recess Mr. Blake resumed. Looking into the details with reference to the Northwest police, he saw the supplies to them included ribbons, ginger-bread and wax candles.

The Tariff

He criticised, humorously, the statement in the speech, that the tariff had increased the manufactories and other products. He asked what other products? He held that the tariff was a mistake, and essentially a protective one, while it was only incidentally a tariff for revenue. Both the Premier and Finance Minister now talked more moderately about the benefit to farmers by the tariff than formerly. Last year when visiting the factories, Sir S. L. Tilley had promised this year to investigate the working of the tariff among the farmers. He had not done so; he was waiting for a more convenient season. He (Mr. Blake) was glad the Finance Minister had visited the manufactories in his constituency and given them a gratuitous advertisement. He thanked him for this, but would thank him more to visit his farming constituents also. Sir S. L. Tilley had put on the coal duty to promote inter-provincial trade and good feeling, but it was stated in Ontario the other day that if the Americans would take off the duty on our coal, we would take off the duty on theirs, and let Ontario get her coal as before. Then what would become of the inter-provincial trade? The coal tax was partial, local and sectional—a tax on a necessary of life for the benefit of a few, and, therefore, wholly indefensible. The coal oil duty amounted to 200 per cent. on the raw and 60 per cent. on refined. He condemned the hasty legislation of last session on this question, rendering necessary a third coal oil bill this session. Sir S. L. Tilley's statements at Stratford and elsewhere in regard to the sugar duties were misleading and delusive. He (Mr. Blake) showed that the cost to the consumers was increased. Prosperity was turning not because of, but in spite of the tariff. We must be cautious in time of prosperity, not to commit ourselves as was done before to great expenditure, which it would be impossible to meet when the tide again turned. The first duty of the Government, if there was a surplus, was to reduce our burden of taxation. The burdens now were onerous in the extreme. If there were excessive receipts it was because of the inordinate burdens. They should at once strike off these imposts, which were sectional, and burdened the necessaries of life. He invited Sir John to discuss the effect of the tariff privately with his colleagues from British Columbia, his friends from Nova Scotia, P. E. Island and New Brunswick, and see whether they would tell him the tariff was a benefit. He closed amid loud cheers.

SIR JOHN A. MACDONALD.

Sir John A. Macdonald replied. He was warmly cheered on rising. He complimented the mover and seconder on their able speeches and Mr. Blake on his moderation. He complained that the latter had dragged in every conceivable subject. He did not want to discuss the Railway question until the agreement was before the House. Why drag in the tariff by the head and ears? That had been settled two years ago. It was better to follow the British practice, pass the address and go to work with the real business of the session. The railway measure would, he believed, meet the approval of Parliament and be accepted by the country as a measure of relief. He argued that the contract should be submitted to Parliament and not first to the people. There was a principle involved. The difference between American and British systems. He adhered to the British system. A plebiscite meant the machinery by which a tyrant forces his will upon the people. He explained his speech made on his return from England to mean that the contractors had such confidence in the fairness of the contract, that they knew Parliament would adopt it, and would go on with their preparations. He defended the land regulations and regretted that immigration was not so large as he anticipated. Still he thought Mr. Blake under estimated the number. (Voice—No! no!) He regretted that people still left the country, a fact the leader of the Opposition seemed to gloat over. He predicted that in 1881, unless thwarted in some way, there would be a very large immigration. He blamed Messrs. Blake and Mackenzie's speeches last year for preventing immigration. He here held up to view a pamphlet with a portrait of Mr. Blake on the cover, and containing extracts from his last year's speech, which pamplet had been circulated in England. Here were specches and also the silence that speaks amid the eloquence of eyes. (Laughter.) He defended the appointment of the Railway Commission, claiming that it made a better and more thorough inquiry than a committee of the House. No hint or insinuation was given the commission how to proceed. He claimed that the tariff was for revenue and only incidentally protective. It had created new industries, extended old ones, restored credit and confidence, lifting the country out of the slough of despond. He recommended Mr. Blake to make some speeches like Sir S. L. Tilley's to advertise the country favorably. He concluded by pleasant references to recent elections. (Cheers.)

MR MACKENZIE,

who was cheered on rising, said Sir John now wanted the address passed without debate according to the British practice, but in 1878 he had himself led an attack of eight days upon the address. The present speech from the throne challenges contradiction, and so far as the tariff was concerned, it was a gross misrepresentation of the facts. The tariff had greatly injured the farming community and many others. The Premier should have retaliated on the Blake pamphlet by publishing another with his own portrait to induce people to come to Canada. (Laughter.) The Liberal Pacific Railway Bill was outlined in his (Mackenzie's) address to the electors. It was laid before Parliament and received the sanction of Sir John himself. He asked if it was fair to punish the house by refusing it a holiday if the contract was not passed before Christmas?

Sir John replied that it was important to the contractors and for immigration purposes to pass it at once, and if not passed before the holidays the adjournment must be very short

Mr. Mackenzie resuming said, if the measure was good, he would help to pass it. If not good, as he feared it would prove, he would oppose it and express his views whether he got a holiday or not. If the contractors had so much confidence months ago, why had it failed them now! He opposed the appointment of the Railway Commisson, but would reserve the discussion of this and other points,

MR POPE

followed, claiming to correct the statements about the persons passing Sarnia on their way to the United States. He said the difference between those coming in and going out of the country, there was not fifteen thousand a year. The season in Manitoba has been wet and unfavorable.

SIR RICHARD CARTWRIGHT

regretted to have to discuss this matter tonight; he regretted more than the ministers the great exodus going on. The Opposition could not shut their eyes to the fact that people were leaving the country. He had investigated the matter and found that nearly one hundred thousand persons had crossed to become settlers in the United States. If the statistics were inaccurate it was because they understated the number.

Mr. Pope here stated that he had sent a man to Detroit who was told by the collector there, that he estimated the number he saw in the trains. (Laughter.)

Mr. Cartwright—Mr. Nimmo, of the Bureau of Statistics of Washington, and the collector of Detroit, both contradict this over their own signatures. I have their letters. (Hear, hear.) The fact remained that onerous taxation was driving people away at five-fold the rate that was done under the late Government. He claimed that, while the tariff had been favorable to a favored few; it had injured many manufacturers and nearly all other pursuits. It had not added anything to the wealth of the country,

MR. MILLS

said that Lord Beaconsfield made public the action of the Government in purchasing the Suez Canal shares. Sir John had himself done so with the Washington treaty, yet he now pronounced such a course unconstitutional. He read from May on Constitutional Government, that people had a right to know what was done in their behalf by the Government. He argued the constitutional point at length, and said the agreement with the Syndicate should have been disclosed.

MR. ANGLIN

cited numerous English precedents in which Ministers made known to the people, the nature of their coming measures. He protested against the way the people had been treated, in the matter involving enormous burdens. The representatives should have been placed in a position to consult their constituents before coming here. He asked that the objectionable words in the address be struck out, and it could pass without a division.

MR. CHARLTON

followed denying that the tariff had affected the farmers. They had been deluded by false promises at elections.

The address then passed, the objectionable paragraphs being declared carried on a division. The address was ordered to be engrossed and presented.

THE PACIFIC RAILWAY CONTRACT.

Sir John then laid on the table a message from the Governor General, embodying the Pacific contract.

THE CANADA PACIFIC RAILWAY CONTRACT.

This contract and agreement made between Her Majesty the Queen, acting in respect of the Dominion of Canada, and herein represented and acting by the Hon. Sir Charles Tupper, K.C.M.G., Minister of Railways and Canals, and George Stephen and Duncan McIntyre, of Montreal, in Canada; John S. Kennedy, of New York, in the State of New York; Richard B. Angus, Jas. J. Hill, of St. Paul, in the State of Minnesota; Morton, Rose & Co., of London, England; and Kohn, Reinach, & Co., of Paris, France:—

Witnesseth, That the parties hereto have contracted and agreed with each other as follows, namely:—

1. For the better interpretation of this contract it is hereby declared that the portion of railway hereinafter called the eastern section shall comprise that part of the Canadian Pacific Railway to be constructed, extending from the western terminus of the Canada Central Railway, near the east end of Lake Nepissing, known as Collander station, to a point of junction with that portion of the said Canadian Pacific Railway, now in course of construction, extending from Lake Superior to Selkirk on the east side of Red River, which latter portion is hereinafter called the Lake Superior section. That the portion of said railway now partially in course of construction, extending from Selkirk, to Kamloops, is hereinafter called the central section, and the portion of railway now in course of construction, extending from Kamloops to Port Moody, is hereinafter called the Western section, and that the words, the "Canadian Pacific Railway," are intended to mean the entire Railway, as described in the Act 37 Vic., cap. 14, the individual parties hereto are hereinafter described as the Company, and the Government of Canada is hereinafter called the Government.

2. The contractors immediately after the organization of said company, shall deposit with the Government one million dollars in cash or approved securities, as a security for the construction of the Railway hereby contracted for; the Government shall pay to the company interest on the cash deposited at the rate of four per cent. per annum, half-yearly, and shall pay over to the company the interest received upon securities deposited, the whole until default in the performance of the conditions hereof, or until the repayment of the desposit, and shall return the deposit to the company on the completion of the railway according to the terms hereof, with any interest accrued thereon.

3. The Company shall lay out, construct and equip the said eastern section and the said central section of a uniform gauge of 4 feet 8½ inches, and in order to establish an approximate standard, whereby the quality and the character of the railway and of the materials used in the construction thereof, and of the equipment thereof, may be regulated, the Union Pacific Railway of the United States, as the same was when first constructed, is hereby selected and fixed as such standard, and if the Government and the company should be unable to agree as to whether or not any work done or materials furnished under this contract are in fair conformity with such standard, or as to any other question of fact excluding questions of law, the subject of disagreement shall be from time to time referred to the determination of three referees, one of whom shall be chosen by the Government, one by the company and one by the two referees so chosen, and such referees shall decide as to the party by whom the expense of such reference shall be defrayed; and if such two referees should be unable to agree upon a third referee, he shall be appointed at the instance of either party hereto, after notice to the other by the Chief Justice of the Supreme Court of Canada; and the decision of such referees, or of the majority of them, shall be final.

4. The work of construction shall be commenced at the eastern extremity of the eastern section, not later than the first day of July next, and the work upon the central section shall be commenced by the company at such point towards the eastern end thereof, on the portion of the line now under construction, as shall be found convenient and as shall be approved by the Government at a date not later than the 1st May next, and the work upon the eastern and central sections shall be vigorously and continuously carried on at such rate of annual progress on each section as shall enable the company to complete and equip the same, and each of them in running order, on or before the 1st day of May, 1891, by which date the company hereby agree to complete and equip the said sections in conformity with this contract, unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemics, floods or other causes beyond the control of the company, and in cases of the interruption or obstruction of the work of construction from any of the said causes, the time fixed for the completion of the Railway shall be extended for a corresponding period.

5. The company shall pay to the Government the cost, according to the contract, of the portion of railway, 100 miles in length, extending from the City of Winnipeg westward, up to the time at which the work was taken out of the hands of the contractors, and the expenses since incurred by the Government in the work of construction, but shall have the right to assume the said work at any time and complete the same, paying the cost of construction as aforesaid so far as the same shall have been incurred by the Government.

6. Unless prevented by the act of God, the Queen's enemies, intestine disturbances, epidemics, floods or other causes beyond the control of the Government, the Gov't shall cause to be completed the said Lake Superior section by the date fixed by the existing contract for the construction thereof, and shall also cause to be completed the portion of the said western section now under contract, namely, from Kamloops to Yale, within the period fixed by the contract therefor, namely, by the 30th day of June, 1885, and shall also cause to be completed on or before the 1st day of May, 1891, the remaining portion of the said western section lying between Yale and Port Moody, which shall be constructed of equally good quality in every respect with the standard hereby created, the portion hereby contracted for, and the said Lake Superior section and the portions of the said western section now under contract shall be completed as nearly as practicable according to the specification and conditions of the contracts therefor, except in so far as the same have been modified by the Government prior to this contract.

7. The railway constructed under the terms hereof, shall be the property of the company, and pending the completion of eastern and central sections, the Government shall transfer to the company the possession and right to work and run the several portions of the Canada Pacific Railway already constructed, or as the same shall be completed; and upon the completion of the eastern and central sections, the Government shall convey to the company, with a suitable number of station buildings, and with water service (but without equipment), those portions of the Canadian Pacific Railway constructed, or to be constructed by the Government, which shall be then completed; and upon the completion of the remainder of the portion of railway to be constructed by the Government, that portion shall also be conveyed to the company by the Canadian Pacific Railway, shall become and be thereafter the absolute property of the company, and the company shall thereafter and forever efficiently maintain, work, and run the Canadian Pacific Railway.

8. Upon the reception from the Government of the possession of each of the respective portions of the Canadian Pacific Railway, the company shall equip the same in conformity to the standard therein established for the equipment of the sections hereby contracted for, and shall thereafter maintain and efficiently operate the same.

9 In consideration of the premises the Government agree to grant to the company a subsidy in money of $25,000,000 and in land of 25,000,000 acres for which subsidy the construction of the Canadian Pacific Railway shall be completed, and the same shall be equipped, maintained and operated, the said subsidy respectively to be paid and granted as the work of construction shall proceed in manner and upon the conditions following, that is to say:

(*a*). The said subsidy in money is hereby divided and appropriated as follows, namely: The central section, assumed at 1.350 miles, 1st, 900 miles at $10,000 per mile, $9,000,000: 2nd, 450 miles at $13,333 per mile, $6,000,000, $15.000,000. The eastern section, assumed at 650 miles, subsidy equal to $15,384,61 per mile, $10,000.000, total of both sections, $25,000.000. And the said subsidy in land is hereby divided and appropriated as follows, subject to the reserve hereafter provided for. The central section; first 900 miles at 12.500 acres per mile, 11,250,000; 2nd, 450 miles at 16,666.66 acres per mile—7,500,000, a total of 18,750,000. Eastern section assumed at 650 miles, subsidy equal to 915,535 acres per mile—6,250,000—a grand total of 25,000,000.

(*b*) Upon the construction of any portion of the Railway hereby contracted for, not less than 20 miles in length and the completion thereof, as to admit of the running regular trains thereon, together with such equipment thereof as shall be required for the traffic thereon, the Government shall pay and grant to the company the money and land subsidies applicable thereto, according to the division and appropriation thereof made as hereinbefore provided, the company having the option of receiving in lieu of cash, terminable bonds of the Government bearing such rate of interest for such period and nominal amount as may be arranged, and which may be equivalent according to actuarial calculation to the corresponding cash payment, the Government allowing four per cent, interest on moneys deposited with them.

Continued on 3rd page.

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