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# THIRD SESSION OF THE FOURTH PARLIAMENT

DOMINION PARLIAMENT.

#### THE SENATE. OTTAWA, Jan. 18,

OTTAWA, Jan. 18, In the Senate to-day, Mr. POWER moved for copies of all the correspondence respecting the alleged falsifi-costica of some of the statistics submitted as part of the English case to the Fishery Com-mission, which sat at Halifax in 1877; also, mission, which sat at Halifax in 1877; also, of any report or explanation made by the Commissioner of Misheries or other officer of the Government of Canada with reference to such alleged falsification. He spoke at con-siderable length, expressing the opinion that Prof. Hind from brooding over the matter had become almost a monomaniac on the subject.

Sir ALEX. CAMPBELL deprecated any Sir ALEX. CAMPBELL deprecated any discussion on the question as tending to give it and Mr. Hind an importance which they did not deserve. The mat-ter had been referred to in the Imperial Parliament and disposed of by the Under Secretary of Foreign Affairs, who said Mr. Hind's statements were not entitled to any attention. It was for those who had been primarily engaged in the conduct of the Commission to take up the question. It was probable that these charges were due to the came suggested by Mr. Pawer-that Mr. Hind had become a monomaniac on the sub-ject.

## The motion was agreed to. The Senate adjourned at 5.30 p.m.

### HOUSE OF COMMONS.

OTTAWA, January 18. IN FAVOUR OF THE SYNDICATE. Mr. PATTERSON (Esser) presented peti-ons from Amherstbarg, Windsor, Tilbury ast, Anderson, Tilbury West, and Leaming-East, Anderson, Tilbury West, and Learning-ton in favour of the passage of the syndicate contract. The petations from Amherstburg and Windsor were signed by the mayors of those towns. (Applause.) Mr. FAREOW presented four petitions from North Huron, one from Goderich, and one from Blyth in favour of the ratification of the contract laid before the House by the Consernant.

THE SYNDICATE DEBATE.

Mr. BLAKE resumed the debate on the motion for the second reading of the resolu-tions regarding the syndicate contract. It was not true that he had supplanted his hon friend (Mr. Mackenzie) in the in the He had rship of the Liberal party. He had r desired this position. On the con-he had always shunned it. He acnever de cepted and held the position with the utmost reluctance, and if he had the wishing cap of Portunatus, he would wish that it might open to him a mode of retiring from it. The only thing that abated his desire to see the Government defeated was the reflection that their defeat would involve his accession to their detext would involve his accession to power. (Applause and deraive "hear, hears.") He would use the influence he pos-sessed to effect some share of good for the country. It was this hope that nerved him to his task. It was only because he believed that the legalization of the country that he fatal to the future of the country that he how owned it. The advancement of the now opposed it. The advancement of the country was the only legitimate aim of party. The advancement of the country required the withdrawal of the contract. He beheved the legalization of the contract meant the rain of the Government, but the Opposition did not choose to destroy the country in order to destroy the Government. The Premier had quoted the motto, "Country first, but party afterwards"; but it seemed to him that the Administration vanted to ruin the country first in order to ruin the party afterwards. This was inevit The House might adopt the contract able. The House might adopt the contract or the second offer, or might call for new tenders. The hands of Parliament were not tied, and it might do as it pleased in the matter. It was within its powers either to accept or to reject this contract. It was agreed by the House dimest animously in 1676 that the work should be pushed for-ward without any increase of the rest of tara-tion, and the late Premier had afterwards ad-certized for tenders but without encous ed for tenders but without success. ar, hear.) The money market was then very different from its present condition. Trade was depressed. The Northern Pacific had collapsed. Railway enterprises on this continent were in utter discredit, and the North-West was not so well known as now. The credit of Canada, however, progressed under the late Government, as was evidenced by the placing of the loans at an excellent figure at 4 per cent. In 1879 the present Government recognized the imperial character of the enterprise of building the Canada Pacific railway, and brought down certain propositions to attain this end; but the mission of the Ministers in this conpection to England was a miserable failure as far as to England was a miscratic failure as far as securing Imperial aid was concerned. Last session the Administration proposed to build the road as a Government work, though the Minister of Railways was convinced that he could have the road built by a company with out difficulty.' Now the Opposition dissented from the proposition to construct the British Columbia section, and held that the efforts should be coufined for the present to the prairie section. He denied that the Government had the tangible sup-port of Parliament in the new departure of handing the work over to a company.

tion, "Is it possible that there are members in this House who will sink so low as to ratify the contract which is submitted for consideration." (Hear, hear.) Sir, it did not appear to me that if the hon. member had a good case, if he had a strong case, if, he had an irresistible case, he would depend upon his arguments rather than upon the imputation which he threw on members sitting on this side of the House. (Cheers.) The leader of the House. (Cheers.) The leader of the Opposition stated to-night that he had said to British Columbis " if it is necessary that we should carry out the terms of union with reference to the construction of this railway in all its details, I would tell British Columbia to go." Mr. BLAKE-No, I did not. I said if Mr. BLAKE-No, I did not. I said if you demand as price of that connection these terms, I would say you can go. Sir LEONARD TILLEY-Then I would

say that that is a distinction without a difference. (Hear.) hear.) Sir, when that hon. Gentleman was a member of the Government in 1873 and up to February, 1874, did he say to British Columbia when they had the only concerning in the that hon. Gentleman was a member of the Government in 1873 and up to February, 1874, did he say to British Columbia when they had the only opportanity in their power or the power of Parliament to take advantage of an order to relieve them of these terms, "We feel that this arrangement is too onerous, and that the responsibility is too great, and instead of carrying it out, we leave to you the option of withdrawing from the union." No, sir; yet this was the only time that was left open to the Government of the time to do it. if they believed that thus contract was one which could not be liberally or fairly carried out. As hon-est men they should have told Brit-ish Columbia "we cannot hold you to this contract; we cannot but violate these conditions; and we say to you that if you insits upon it go in peace." No, sir, they did not say so--(cheers)-- and in failing to do so they admitted that though the terms, as they urge, were concur, and such that they could not be literally carried out by the Gov-ernment of this country, they looked at the advantage of having British Columbia in the Union, and said. "No, we will not offer British Columbia the choice of going out, but we will make such arrangements and condi-tions which were still more onerons--(cheers, and Mr. Blake, "No")--and more difficult to carry out--(hear, hear)--and imposed a greater responsibility than did the terms on which that province came into the Union. (Cheers.) Sir, what did they do ? Though the original terms declared by the vote of this Parliament that this road was only to be built on condition that it did not increase the rate of taxation, what did they do, as ? They provided that there should be \$4,000,000 acres of land, \$27,-000,000 in cash, and \$1,140,000, which amount, admitting the estimate made by the hor-member for Brant or of Middlesex the other night, capitalized makee just \$4,628 per mile. but the prairie section of 900 miles, and that they would receive the 450 miles of railway at the head of Lake Superior and the Pembina branch. That is one of the most lucrative propositions that could possibly be made. It is no work that could possibly be made. It is no wor der that they are prepared to take hold o this work. Suppose now that this proposi-tion was accepted, and that the whole matter passed into the hands of hon. gentlemen opadmitting the estimate made by the hop. member for Brant or of Middlesex the other night, capitalized makes just \$4,628 per nile, or including the branches over \$13,000,000 to be added to the present proposition. Sir, what did they do further than this ? They entered into more generate approximant than Sir ALBERT SMITH-Suppose you accept t yourself. Sir LEONARD TILLEY-The acceptan by us of a proposition which on the face of it clearly declares the determination not to build what we hold to be necessary would be an

what did they do further than this ? They entered into more onerous engagements than existed in 1873. Remonstrances were laid, I may say, almost at the foot of the throne by the Government of British Columbia. They sent a representative to England which led eventually to the services of Lord Carnarvon, the then Secretary of State for the Colonies, being brought into play to settle this difficult and important question. What do we find were the terms agreed upon by the late Government in order to settle this ques-tion with British Columbia ? I have them before me here. They provide, first, that the before me here. They provide, first, that the Esquimault and Nanaimo railway shall be built : secondly, that the surveys on the Mainland shall be prosecuted with the utmost vigour, and, thirdly, that a waggon road and the surveys bling shall be immediately and vigour, and, thirdly, that a waggon road and telegraph line shall be immediately con-structed. This was no part of the pro-positions made to the old Govern-ment in 1871, but, that was withdrawn, and we find that the late Government agreed that a waggon pess and telegraph line should be constructed. The estimated cost of the telegraph line alone was a million dol-lars, which has to be added to the liability lars, which has to be added to the agreed to by hon, gentlemen opposite. Now, sir, this was the agreement entered into by hon, gentlemen opposite which, as I stated before, was certainly more onerous than the anch. \$14,760,000 : Pembina branch. \$1 556,000 ; total, \$91,316,000. Valuing the land at \$1 an acre they would receive \$35,362 a mile; at \$2 an acre, \$45,362 a mile; or original proposition of 1871-2. (Hear, hear.) Well, sir, the operation of this at \$4 an acre, \$60,000 a mile for construct 900 miles of railway between Winnipeg and the foot of the Rocky Mountains. Unde proposition with reference to the Nanaimo branch of the railway was suspended by an adverse vote in the Senate. The Government of the day were censured, these circumstances, is it to be wondered at that these men are ready to make such a magnificent bargain for themselves ? Mr. MILLS-What do the terms with the The Government of the day were censured, and especially the leader of the Government. The insinuation was thrown out that he was a party really to the defest of the proposi-tion in another branch of the Legislature, and when Lord Dufferin visited British Col-umbia he made the statement denying this, which, as we all know, sould only have been made on the responsibility of his advisera. Now, Mr. Speaker, let us see where we stand at this period in the proceedings? Here an syndicate give them for the same section? Sir LEONARD TILLEY-I will show what we give for the same section, and point out the fallacy of the argument used by hon. gentlemen opposite when they seek to show that we are running the risk of the syndicate whole thing after they have built the line to the foot of the Rocky Mountains. It has been said that under the proposition of that made on the responsibility of his advisers. Now, Mr. Speaker, let us see where we stand at this period in the proceedings? Here an opportunity was opened to these hon, gentle-men. When the Government was formed, of, which the present. leader of the Opposition was a member, they went to the country and declared distinctly that this policy would be earried out. They brought down a bill, and placed it upon the statute book, giving 54,000,000 acres of land and \$27,000,000 for the completion of the read. They provided for \$1,440,000 to be paid in addition to that, and they practically provided for \$13,000,000 at 54,000,000 acres of land. They undertook to build a telegraph line in addition to that at a cost of another million dollars, making the whole expenditure under the bill of 1874, and under the con-tracts they entered into subsequently in-finitely more onerous than the proposition of 1873, and more expensive by \$20,000,000 than the proposition now on the table of the House. (Cheers.) If we have a right to expect from our supporters on this side of the House, who are in favour of the construction of a Pacific railway on British territory from the Atlantic to the Pacific, that they will support us in this scheme, we have a right to expect the hon, gentle-men who were members of the late Adminis-tration from 1873 to 1873, and who with their supporters renewed and extended the obli-gations we had entered into in 1871, should contract these contractors may build from th Red River to the foot of the Rocky Moun Red River to the foot of the Rocky Moun-tains; that they may then, after having obtained the sum of money per mile and the land that is appropriated for that section, abandon it and make millions by the transaction. Let me say that exampt be done. What do the terms of this contract require? They require that while the prairie section is being rapidly constructed, the east-ern portion of it, that portion of it north of Lake Superior, shall be continuously and vig-orously prosecuted—that is that each year, that road being 650 miles in length, 65 miles of it shall be constructed. of it shall be constructed. Sir ALBERT SMITH-It does not say that. Sir LEONARD TILLEY-It says what is equal to it, because it says distinctly that it must be prosecuted in such a manner yearly that it shall be finished in ten years. There is no question about that. What do we find? is no question about that. What do we find? Three years have been named to build the prai-rie section, but it will probably require four years, especially if any little delay ocours in the legislation on the subject. From the time that they commence operations in the next spring to build the road from Winnipeg to the foot of the Rocky Mountains, they have to construct 280 miles north of Lake Superior ; and it was of the utmost import-ance in the consideration of the Government that that condition should be placed in the contract, because we knew, unless that por-tion of the work was pressed forward vigor-ously, a pressure might possibly be brought at the expiration of three or four years to abandon what we considered a point of vital importance in its construction. Under the terms of that syndicate contract it is pro-vided that if bonds are issued and the money placed in the hands of the Government The file MARKETT'' and soft of varies of the first we have a first we have

it was then. Let me tell him that contains members of Parliament, and the Government, in 1871, valued that land at what it would be worth when the railway was constructed. Let me tell the hon gentlemen that the tenit was then. Let me tell him that capitalists. Let me tell the hon. gentlemen that the ten-der was in the public press, and sent broad-cast. The notice asking for tenders was published down to 1878, when the Pembina branch was built, and when the contracts were well under way by the late Government, when we knew as much about it as we do to-day. The hon. gentleman says he is pre-pared to stand by any statement of his when the circumstraces are not changed. How great are the changed circumstances from 1878 to the present moment, with reference to the facilities of getting into that country, and to

O. THURSDAY, JANUAR
We have been entered into between the foremment and the syndicate, and accept the proposition before the House. I have member accept these terms. The hon settling this point. The Government is denoted a settling this point. The Government is construction of the transformer of this house to ave the settling this point. The Government is construction of the transformer of this house to ave the settling this point. The Government is construction of the Pacific settlement of the transformer of t The section of the section of the operation of the present moment, with reference to the facilities of getting into that country, and to its future. Down to 1878 no tender was offered, because, it is said, it was not known how liberal we were going to be. But I have just shown that the proposition of 1874 was more than we are proposing at the present moment, and still not one of those gentlemen took sufficient interest in or had sufficient public spirit to make any offer to build the road upon terms better than those now proposed. What is my solution of the difficulty i cannot understand it, and still I think I can understand it. Then, sir, the Government was known to be solemaly pledged to she completion of the railroad from the head of Lake Superior to the Pacific Ocean ; and if these gentlemen oposit last year, the doclaration made by the leader of the Opposition, the vote of the party, and the subsequent opnions arpresed everywhere as to the inadvisability of constructing and working it be British Columbia section, are known, and if the terms "bogu," and "delusion," and a "anare," are applicable to the men who have put up their money, but to the hon members who have instigated them and led them to submit this proposition the these for the Opposition, the view entertained by the Opposition whave instigated them and led them to submit this proposition the toos for the year the doclaration mean expressed them who have expressed their willingness to postpone the western and British Columbia sections. The hon, gentleman says the money has been put ap, and whore it as its ind the torms of the skind, knowing that there would not hesitate to put up money on a proposition of the skind, knowing that there would be nothing to build but the prairie section of 900 miles, and that they would receive the dot we would be the would be nothing to build but the prairie section of 900 miles, and that they would receive the dot we would be road from the head of the section of the skind, knowing that the government whose policy

40 cents. Sir LEONARD TILLEY-Did the hon.

gentleman not speak to-night of the monopo-lies of those railways, and read authorities to lies of those railways, and read authorities to show the effect the monopolies had upon set-tlement, the high price they charged, and that in a country where the competition of rail-ways is so great ? What was the remedy ? He proposed that we should build a road through American territory toremedy the very difficul-ty he was complaining of. (Cheers.) We have people subjected to enormous taxation and unnecessary charges, such as is the case with the American roads generally, and the bon. gentleman's remedy for our similar troubles would be to place us in dependence upon another American railroad, instead of encour-aging the construction of a line of railway

by us of a proposition which on the face of it what we hold to be necessary would be an admission on our part that we are not to be true to British Columbia. true to ourract which has been entered into. No, sir, it cannot be whold have legal authoring to end, concerned. Suppose that our friends opposite assumed the responsibility of dealing with this matter, having declared in the contract which has been entered into. No, sir, it is not desirable to build have legal authoring to concerned. Suppose that our friends opposite ign country and on a foreign railway, over with British Columbia section at present at all two tas having declared in effect that this at be to say. "Don't build anything in British Columbia, We accept your proposits not to do anything in British Columbia, two will anything the soft railway at the head of Lake Superior, ounder the terms of your contract for the con-struction of the prainic section, struction of the prainic s

contract.

contract. Sir RICHARD CARTWRIGHT — De-cidedly got. Mr. KIRKPATRICK—The hon. genitle-mas says "No." At that meeting he pro-mised the people that he would take another opportunity of finishing his speech. Sir RICHARD CARTWRIGHT—No. Mr. KIRKPATRICK—Then, sir, if he did not, I challenge the hon. gentleman to come

Mr. KIRKPATRICK—Then, sir, if he did not, I challenge the hon, gentleman to come back to Kingston and to call a meeting and to discuss this matter. (Hear, hear.) I will go further. The city of Kingston is repre-sented in this House by a Reformer. It is a Reform constituency, according to the gentle-men opposite. I challenge him now to ask his friend and follower, the member for Kingston, to resign his seat and open the con-stituency. Then if the hon. gentleman will resign his seat for Centre Huron, I will re-sign mine for Frontenac, and will meet him in resign his seat for Centre Huron, I will re-sign mine for Frontenac, and will meet him in Kingston and ask public opinion whether this contract should be endorsed or not. (Cheers.) If the hom gentleman would not accept this challenge, he should not repeat that the people of Kingston were against the contract. (Hear, hear.) He had just put in his hand a telearm station the method. telegram stating the result of a meeting last night at Port Hope, and this was that the inght at Port Hope, and this was that the meeting was three to one in favour of the Government on this question. (Cheers.) The leader of the Opposition thought he made a great point in connection with the clause in the new offer that the Government could acquire possession of the railway after it was built at any time on paying such compensation as might be agreed upon. But what did it mean? It offered the Government the oppor-tunity of buying back twenty-two million acres, twenty-two million dollars, the sec-tions of the line from Thunder Bay to Red River and from Yale to Kamloope and the Port Moody branch, etc. This was ex-tremely generous. (Laughter.) Valuing the lands as the hon. gentlemen opposite did at \$3 an acre, the Government would thus be enabled to buy back the road at a given cost of \$116,000,000. (Hear, hear.) He would sooner accept the contract without any such sconer accept the contract without any such clause. (Cheers:) The Parliament of Can-ada, like the Parliament of Great Britain, was ada, like the Parliament of Great Britain, was supreme; and if it should ever be in the public interest to assume possession of the road, Parliament could do so on settling in a fair and reasonable manner for the vested interests. (Applause.) The Parliament of Great Britain had freed slaves

dermine f It was the whip of the party which called him into the Ministry. Why, his whole course as regards party was such as to remind one very forcibly of the lines :--Here lies our good Edward, whose genius was such That none ever praised him or blamed him too who, born for the universe, so narrowed his and to party gave up what was meant for man-kind. (Applause.) Upon an expression of opinion by about two per cent. of the electors against the contract, the member for Centre fluron (Sir Richard Cartwright) wanted an appeal to the appeal. He met the bit st of the standard of construction at a meeting which was called by order from the Reform cancus at Ottawa. He (Mr. Kirkpatrick) met the hon, gentleman there. There was a full and free discussion, and he would leave it to the hon, member to say if the meeting did not decide in favour of the ontract. Sir RICHARD CARTWRIGHT - Deof course a new Government would be called, and that Government would be composed of gentlemen whose policy was to admit free of duty such articles as those proposed under the original contract to be ex-empted. (Applause.) He then pointed out that under the original proposal the syn-dicate would have to build 2,140 miles of branches in order to make all their lands

valuable Mr. MILLS-They will be worth \$5 an Mr. KIRKPATRICK-Suppose they should be worth \$5, will not the improvement in the price of their lands result in an improvement in the price of the lands still held by the Govin the price of the lands still held by the Gov-erament--(hear, hear)---and if our lands are worth \$5 an acre, will we not the more easily pay off our money subsidy than if they only realized \$1 an acre? (Loud cheers.) The Opposition, in endeavouring to prevent the building of the railway now, were acting very disingenuously. Under the Carnarvon terms, they proposed, when in power, to build the road by 1890, and Lord Dufferin said that if they did not consider themselves bound to carry out these terms, they were guilty of they did not consider themselves bound to carry out these terms, they were guilty of base and deceitful conduct. The leader of the Opposition, when he joined that Govern-ment, became a party to the terms. Last session he proposed the abandonment of these terms, and this year he was endeav-ouring again to prevent the carrying out of their most important provision. In doing so he certainly caused Lord Dufferin's dennncia-tion to be applicable to himself and his party. (Applause.) In conclusion, he nointed out (Applause.) In conclusion, he pointed out that the Opposition in their frequent references to the Pacific scandal were only pointing to their own shame. If the Conservatives were as bad as they were painted, how much worse as oad as they were painted, how much worse must have been the men who were deposed by the people in order to make room for a Conservative Government? The people in rejecting the Reformers said either "We do not believe your charges against the Conser-vative leader," or "With all his faults we would rather have John Macdonald than a reputition of the incoments. repetition of the incapacity, extravagance, and corruption which were so disgraceful and lisastrous to the country during your terms of office." (Cheers.) Mr. GUTHRIE obtained the floor. He

Mr. GUIHELE obtained the floor. He urged that the arguments of the hon. gentle-man in favour of the offer of the first syndi-cate, applied with equal force to the offer of the new syndicate. He held that the Gov-ernment were not authorized under the Act of 1874 to make this contract, and said that Mr. BERGIN-It was substantially as I have put it. Mr. BLAKE-No. Mr. BERGIN said he could not remember any statement of these hon. gentlemen being quoted that they did not spring to their feet and say they were not bound by the state-ment. (Hear, hear.) He would show that the hon. gentleman on this occasion as in con-nection with the Oaths bill, and on other occasions was entirely astray, and was not as of 1874 to make this contract, dicate for the if the figures of the new syndicate for the prairie section were too large, still they were smaller than the figures imposed by the present contract. It was clear that the offer present contract. It was creat that the oner of the new syndicate was for the whole line. Mr. SHAW said he was delighted at the full consideration which the subject had received. Both Governments were committed to the work? It was true, however, that a small section of the Reform party during the existence of the Machieven administration had been opposed to the scheme, and it was now per-fectly clear that this section had obtained complete control of that party. (Hear, hear.) Referring to the offer of the maw syndicate, he pointed out that this object was the a-bandonment of that fine was postponed, the construction of that fine was postponed, the aminimal sons offer osites a postponed, the aminimal sons offer osites are never would be a Canada Pacific railway. (Hear, hear.) Mr. BEGIMARD concurred heartily in she aminimal sons offer osites (Lear, hear.) Mr. BEGIMARD concurred heartily in she aminimal sons offer osites (Lear, hear.) Mr. BEGIMARD concurred heartily in she aminimal sons offer osites (Lear, hear.) Mr. BEGIMARD concurred heartily in she aminimal and and fill be a concurred heartily in she aminimal and the did that this question should be submitted to the people. of the new syndicate was for the whole line. Mr. SHAW said he was delighted at the full consideration which the subject had received. Both Governments were opposition and near that this question should be submitted to the people. ...Mr. BOLDUG charged the Opposition with largetting the interests of the country in op-ousing the stification of the contract in order so blind and so ignorant but that we could see that the trade of this country was diverted for a little while through an American chan-nel, and our railway was not built to the north of Lake Superior and west of the Rocky Mountains, as the *Globe* predicted a few years ago a hostile neighbour would put, an end to the bonding system, and we would have no outlet for the products of the North-West to the east or west (Hear hear) The posing the ratification of the contract in order to advance the interests of their party. (Hear, hear.) If any poute was favourable to the interests of Quebec alt was certainly that which has to the north of Lake Superior. He touched upon the Mackennie Act of 1874 and the proposition of 1879, and in connection with the very advantageous scheme at pre-sent under the consideration of the House West to the east or west. (Hear, hear.) The people of the North-West, under such cir-cumstances, would break up Confederation people of the North-West, under such cir-cumstances, would break up Confederation and ask for union with the United States, (Hear, hear.) And more, our entire Customs system would be swept away, and the North-West would become part and parcel of the United States, while the millions which we have spent for the purpose of bringing the North-West into the Confederation, and to make it the future harmy home to come observed that the electors ectly that once the contract form was sign between the company and the Government its ratification should inevitably follow. Mr. KAULBACK supported the contract. He held that the Government should have retained the Pembina branch, as the key to the position, under their control and pre-North-West into the Confederation, and to make it the future happy home of a great, free, and glorious British people, would be destroyed. (Cheers.) Self-defence would draw them to the nation south of the line. With all these evils staring us in the face, and knowing the character of hon. gentlemen, opposite, he did not think it was to be won-dered at that gentlemen who supported the Government were united as one man and could not be broken, and would listen to neither the blandishments nor threats of gen-tlemen opposite, but would do their duty by the position, under their control and pre-vented the possibility of a diversion of traffic into American channels. It was also advisa-ble that a clause should be inserted providing that the Government could purchase the road at any time within twenty years on payment of the cost and charges. Nevertheless, it was important that the Government should free important that the Government should free itself from the management of such a great railway enterprise. He did not consider the second offer serious, and could not under the circumstances in which it was made support it. The contract before the House had neither the blandishments nor threats of gen-tlemen opposite, but would do their duty by their country, even although hon. gentlemen opposite possessed, as they said they did, all the patriotism of this country. (Cheers.) It was a sad day for Canada when fifty gen-tlemen stood up before the whole country and elaimed that they possessed all the patriotism in it—(hear, hear)—and that one hundred and fifty gentlemen who opposed them were not patriots but partisans. (Hear, hear.) If he were inclined to be severe and the great advantage of having better names appended to the agreement, of possessing among the gentlemen composing the syndi-cate Frenchman and Germans, who would care Frenchman and Germans, who would perform most valuable services to the Do-minion by attracting immigration from two important sections of Europe. (Applause.) This syndicate evidently meant work, and them were not patriots but partisans. (Hear, hear.) If he were inclined to be severe, and stigmatise as he thought ought to be stigma-tised such language towards gentlemen who certainly ought to have, if they had not, as much love of country as their opponents, he would say that these gentlemen represented not a party but a faction. (Cheers.) Mr. Mackenzie did not obtain any offer under their Act for building this ather. the other did not. (Hear hear.) Mr. KING opposed the ratification of the contract as not being in the interest of the country. He thought that objectionable fea-tures existed in both propositions. tures existed in both propositions. Mr. BERGIN congratulated the Speaker and the House on the fact that on the left of the Speaker sat a body of gentlemen so, pure, so disinterested, and so patriotic—(laughter) —and amongst these gentlemen was to be found very properly a gentleman who com-bined in himself the greatest amount of all these virtues, the leader of the Opposition. ("Hear, hear," and laughter.) He wished a contled give the hon contheman modif for Act for building this railway. The cause was said to be the hard times, but the real was said to be the hard times, but the real reason, in his opinion, was that the capitalists of the world had no confidence in hon. gen-tlemen opposite. (Hear, hear.) If the con-trary was the case, money was not so scarce or dear to prevent it being sufficiently offered for the purpose. (Hear, hear.) But capital ists had no faith in the Finance Minister who exhibited a shield, brazen on one side, and of silvers the other (complexe) and had the "Hear, hear," and laughter.) He wished he could give the hon. gentleman credit for the tone and temper with which he (Mr. Blake) had conducted the debate. (Hear, hear.) He regretted this on account of the feeling the hon. gentleman's manner of dis-cussing the subject had created on that side of the House, and in the interest of the House and the country. (Hear, hear.) It was not well that the hon. gen-tleman should set such an example to his followers. Yesterday thehon. gentleman opened the debate with the most studied insults to gentlemen sitting on that side of the House. The hon. gentleman told them that there were amongst them men so low as to vote for this contract. He did not think it becoming in the hon. gentleman in his position to burl any such epithet at gentlemen who ven-tured to differ with him in opinion, especially considering the fact that hon. gen-tlemen sat men who were the pears even of the loader of the Gunceiton are a set of the load and a very small band, and that on the Ministerial benhes ast men who were the pears even of the loader of the Gunceiton are a set of the loader of the Gunceiton are are the loader of the Gunceiton are are and the loader of the start hon gen-tlemen opposite formed a small band, and a silver on the other-(applause)-and had the audacity to boast of the trick which he perpetrated on the capitalists of London. (Cheers.) Mr. Mackenzie had honestly endeavoured to 

being in or out of office. (Hear, hear.) In office these hon. gentlemen were ready to build this railway and assure the country that its resources were quite capable of carrying on the work as they pro-posed to do at the time — (hear, hear)—and without increasing taxation— (hear, hear)—though they knew, as did every intelligent man, either in or out of the House, that it was impossible that a great, a gigan-tic, and enormous undertaking like this, as the leader of the Opposition described it, could be constructed without an increase of taxation. ("Hear, hear," and applause.) When these gentlemen said, as they boasted Opposition claimed that the offer of the new syndicate was far better than that of the old syndicate, because the clause giving certain exemptions from the payment of duty was omitted in the latter offer. Well, it was a pretty safe thing for the new syndicate to offer to forego the exemptions from duty. If the offer of the first syndicate was rejected, of course a new Government would be country in the world in our position could build a work of this character without such an increase. (Hear, hear.) How was it with these men when they were in power? Did they prosecute this work without any incre of taxation? On the contrary, the first act of the late Finance Munister, a gentleman who had employed language unbecoming to gentlemen in Parliament, and which no gen-tleman would use towards another either in the House or out of it, was to call for an infor the dream of the founders of Confederation had been to found in British North America a great English speaking nation on monarchi-cal principles, and to overshadow the Repub-lic to the south of us. (Cheers and laughter from the Opposition.) He saw the hon. mem-ber for Gloucester (Mr. Anglin) sneer and ber for Gloucester (Mr. Anglin) sneer and laugh. From the antecedents of the hon. gentleman they could expect nothing else. (Hear, hear.) The cry, as it always was with these gentlemen when they were in the cold shades of Opposition and had nothing to do with the matter under con-sideration, was "ruin," "ruin." (Applause.) They had so long cried "ruin," "ruin," that unless they (the Opposition) were in the midst of it, he did not believe they were ever happy. (Cheers.) No wonder they were called the "party of ruin and decay." (Ap-plause.) The Opposition would certainly not have an opportunity in this Parliament, at all events, of ruining the bright future of this young nationality by destroying the contract whether they likeditor not. Though not a law-yer, and not accustomed with block and razor yer, and not accustomed with block and razor to split hairs like the leader of the Opposi-tion, he ventured the opinion that the hon. gentleman's amendment was out of order. An amendment should affirm something An amendment should affirm something— (hear, hear)—and this amendment was a meronegative of the proposition before the House. (Applause.) He did not think that the point of order was worth urging, as enough time had already been lost by the obstructive tactics of hon. gentlemen. (Hear, hear.) The leader of the Opposition, posing as a great lawyer, had announced that the courts could not enforce the execution of this contract not enforce the execution of this contract, but he (Mr. Bergin) believed the law could enforce it. Mr. BLAKE-I did not make that statement. Mr. BERGIN-It was substantially as I

love was for republics. He hurled nuation back, and would tell the tleman that Irish Catholics partice Irish Protestants also, resented the leman's insult-(cheers)-and they loyal as the hon. gentleman himself. hear.) He did not know that the tleman, when the country was in shouldered a musket, but thousand Catholics did-(cheers)-and the h the British Empire showed that blood flowed freely in defence of the flag, the stream of Irish blood was mallest. (Cheers.) And if the Bri pire were in danger to-morn pite of the difficulties under Irishmen laboured, they would as heretofore, be foremost and the brunt of battle. (Cheers.) Hor men opposite were always full of p in office. (Applause.) A few thou lars a year had a great effect in them with patriotism. It was di to palm off on the country this se o paim off on the country can and bogues proposition—(hear, hear)—and discredited in the eyes of the people the Montreal Star said there court the Montreal Star said there co doubt that this second offer smelt a of party necessities-(cheers)-and Witness stated that it contained objectionable features of the pre-tract. The cloven hoof stuck out and laughter)-it was visible body; it could not be concealedthese hon, gentlemen could not repe in a lifetime the game in which they ed in 1873. (Cheers.) This was im The people were sick of the Pacific contrast of the shares of according contracts, of the charges of corrupt connection, and to the allusions friend Moore." (Cheers and laugh this sort of thing must be swept a plause)—the Ministerial supporters and ears, and noses as keen to scen tion on their side as hon. gentlemen and if such were attempted, he k and if such were attempted, he k nearly every man would vote ag Government. They were not sla what hon, gentlemen opposite clain —sincerely desirous of doing their their country, their whole duty an but their duty. (Cheers.) He had to gain except as a Canadian by the provision of these vecolutions pr rejection of these resolutions nothing save the satisfaction of his heart that he had done his nis neart that he had done his of country on such an occasion. He think that any body of sincerely desirous of building the r have withdrawn the exemption cla had had experience as a non-reside ing lands, and had paid more in the property was worth. (Hear, self-defence the syndicate must o erate rates. (Hear, hear.) He nothing since the commencement bate that could induce him for or to believe that there was any day people in consequence of the contr. people in consequence of the contra into between the Government and cate. (Cheers.) So far from this now greater hope for this country fore. (Hear, hear.) He saw a gr in store for the Dominion, and he l vard to soon seeing in the great 1 a happy, free, and powerful people. But without this great transcontin-way this glorious result would be i He hoped to live to see this road in 1891, and that in crossing to terminus he would have the prou tion in knowing that he had cont the success of this great undertaking cheering.) Mr. WHITE (Cardwell) moved journment of the debate.

The House adjourned at 1.35. OTTAWA. THE PACIFIC CONTRAC Mr. WHITE (Cardwell) resume bate. He observed that the Co party had kept steadily in view importance of uniting thoroughly solubly the whole Dominion exten ocean to ocean. (Hear, hear.) He viewed the history of the Canada He way from its inception, and stated of the Government in this relation he said his attention had been call eral view of the probable cost building of this railway would inv member for West Durham. Wh ing the propriety of asking and complaining that the Gover not requested tenders, the hon. quoted from the speech of the l Railways last year, to the effect that were as asked for in the section be River and Kamloops, capitalists doubtedly be obtained who would railway. The scheme then advoca railway. The scheme then advocat construction of the line as a Ge work, and this was the declared po Government. He regretted that gentleman had not read further speech of the Minister of Railw stated that he had good reason to b an offer could be obtained which we the construction of the whole line River to Kamloops, and the ope maintenance of the road to the P maintenance of the road to the F cost not exceeding \$10,000 a mile River to Kamloops, and 26,000,00 land. This clearly showed that the contract was infinitely better than which the House or country had could be secured last y effected a saving of \$7,259 It was to be borne that the present propagition put effected a saving of \$7,229 It was to be borne that the present proposition pur completion of the whole work territory. The member for Wes had raised two important quest reference to this contract. The reference to this contract. The what are we to give the compa-other was, what are we to get for give ? For what we give we we first the immediate sale of 25,000,0 land in the North-West; next, the tion of the railway which will alternate blocks valuable and salead large contributions from the new the revenue of the country, and also of no small importance an ex-ledge of our liabilities. The elem certainty in regard to the expendit road was one upon which the n West Durham dwelt, last year West Durham dwelts last year out that the loss on running would be greater than the in the money borrowed for its co True, the hon. member did to be held responsible one yea statements at a previous sessio the hon. gentleman held that when ernment had adopted a policy wh accord with his previous views, right to change his opinions on t right to change his opinions on t that circumstances were changed. the doctrine of the leader of the ( but it was a doctrine under which an end to all fair controversy. (I They had, however, the amount the hon, gentlemen opposite was give annually for the construct railway, as the Mackenzie Governm that they had increased the taxat millions per annum for this purpo hear.) This statement was to b the document submitted to th Government, and under such cir if anywhere, public men ought t and accurate in the statements No one had a greater respect fo opinions of the leader of the Oppos by him as a lawyer, than he (Mr. But the House had seen enough gentleman to know that his leg given as a politician, and in the the Opposition, were not so valual hear, and cries of "Oh, oh," from sition benches.) How had the hon acted regarding the legal point ra hon. member for Lincoln? He an opinion as to leave the imp the courts could not interfere to contract, but he worded that opin fully and ingeniously, that when fully and ingeniously, that when he conveyed was questioned, he point out that his words conveyed actly opposite to the impression (Cheers.) The legal opinion of a who, in the interests of his part like that, was certainly not entit great deal of respect. (Opposit "oh, oh.") It was very well for to say "oh, oh," but the fact wa much lower than had the leader o **mition in dragging professional** 

sition in dragging profes

### AFTER RECESS.

AFTER RECESS. Mr. BLAKE, continuing his speech, urged that the second offer was tangible and gave no excuss for its rejection in order that worse terms should be accepted. Its acceptance would save three millions in hard 'cash and the total saving would exceed twelve millions. In other respects it was much better than the contract before the House. The hon. mem-ber for Lincoln had quoted him as saying that a bushel of wheat would never be carried to the seaboard by an all-rail route. This was true at the time, but rates since then had been largely reduced. Mr. BYKERT-That is a good way to get been largely reduced. Mr. RYKERT-That is a good way to get

Mr. BLAKE-The actual cost of carriage

had fallen below the reductions, and a larger profit was now made. He believed that the

Sir ALBERT SMITH-It is very likely. Sir LEUNARD TILLEY - Very likely ; but if the hon member intends by that re-mark to indicate that my chance of getting a mark to indicate that my chance of getting a seat is a poor one, I may answer that I would be prepared to go to his own county and measure swords with him. (Cheers.) Sir ALBERT, SMITH-I would be glad to

Sir ALBERT, SMITH-I would be glad to see you. Sir LEONARD TILLEY-Even in the hon gentleman's own county I would run the risk; because if there is one county in New Brunswick, or the Dominion, that is being benefitted by the National Policy and the course pursued by the Government, it is his. The hon. member ought to express to the Government his great and deep gratitude for this advantage. Sir ALBERT SMITH-Suppose we both resign and try the electors.

resign and try the electors. Sir LEONARD TILLEY-The Opposition have invited us, or some of our supporters, to change places on this question, and have to change places on this question, and have told us very gracionaly that our friends will vote down this proposition. Not so, they will allow us to remain in power. The mem-ber for West Middleser (Mr. Ross) said he

ber for West Middlesex (Mr. Ross) said he hoped for a pentecostal conversion of the Min-isterial side. Mr. MILLS-It is much needed. SiE LEONARD TILLEY-I am afraid he and his friends have little chaim upon the spirit that produced that conversion. (Laugh-tet.) Gentlemen who violate soleum com-pacts, or betray their master, have very little claim to such a sacred influence. (Loud and long continued, cheets.) Sir RICHARD CARTWRIGHT followed, and Mr. Kirkpatrick moved the adjournment

and Mr. Kirkpatrick moved the adjourn of the deb The House adjourned at 1.35 a. m.

OTTAWA, Jan. 19,

THE PACIFIC CONTRACT.

The orders of the day being called, Mr. KIRKPATRICK alluded to the great length of the debate, which had been so full in its nature as to enable every member to give its nature as to enable every member to give an intelligent vote on the subject, and to the failure of the agitation against the agree-ment. The next step of hon, gentlemen op-posite had been to send out petitions from Ottawa to every polling place in the country to secure signatures. He would ask these hon, gentlemen, whether they believed that one-tenth of these signers had read the terms of the contract with alarm and as-tonishment. (Langhter.) Sir JOHIN MACDONALD—Only the men of mark did thest. (Great langhter.)

tonishment. (Larghter.) Sir JOHN MACDONALD—Only the men of mark did that. (Great laughter.) Mr. KIRKPATRICK said that the leader of the Opposition had boasted yesterday that they had rich men on their side ; and to the remark that the supporters of the Gevern-ment represented the poor people. (Hear, hear.) But the hon, gentlemen opposite re-presented rich deptations. (Hear, hear.) As to the new proposition, it was evident that it had been drawn up under the direction of hon, gentlemes opposite —(applause)—and he did not think that it reflected much credit on them. (Hear, hear.) It was a piece of plagiar-im from beginning to end -(applause)—and he did not think that it reflected much credit on them. (Hear, hear.) It was a piece of plagiar-im from beginning to end -(applause)—and if there were any, points in the old contract upon which anyose had doubts, the fact that they were repreduced in the Opposition syndi-cate's offer was sufficient to remove this doubt. It was eurions last night to hear the member for West Durham appeal to his opponents to shake off party ties. Why did not the gentleman, before attempting to re-move the mote from the eye of his opponenta, remove the beam from his own eye? Who of all public men had been more fre-guently called upon by the young Liberals to sever himself from party than the hom, gentleman? Who had stood more frequently than he shivering on the brink of party and afraid to launch away? (Applause.) Who was it that yielded to the whip of his party, and entered in 1876 the very Government he had been trying 'to un.

and would be hon, member for Lambton said othat if the land brought \$2 an acre he would other he had been utterly mistaken on this subject. The member for Bothwell, in 1879, stated that Mr. Fleming calculated that the interest that Mr. Fleming calculated that the interest on the money required for the construction of the railway for many years to comey shd of running the road, would amount to 14 million dollars. (Hear, hear.) No wonder, under these circumstances, that astonishment was expressed at the idea of the Government re-suming the work and the expenditure this would entail. No wonder they raised a howl of indignation at such a proposition. But these hon. gentlemen, with their usual facility for turning somersaults, when they found that the syndicate were to build and run the road efficiently forever, urged that a resump-tion clause should have been inserted— Mr. MILLS—The estimate was what Mr.

Fleming said. Sir JOHN MACDONALD-Is Mr. Flem

ng a member of the Opposition ? Mr. MILLS-What do you think ? Mr. KIRKPATRICK replied t

Mr. MILLS-What do you think ? Mr. KIRKPATRICK replied that he thought that the cost of running the road would amount to six or eight millions a. year, and the syndicate would have to pay interest on a heavy investment of some three millions additional. (Hear, hear.) For many years to come the traffic would not pay the expense of operating the line. (Hear, hear.) A year ago hon, gentlemen opposite held that the money coming from the land sales would not pay one-quarter of the cost of the construction of one-quarter of the cost of the construction of the road; but in eight short months these son gentlemen had completely changed their

Sir JOHN MACDONALD-It is a base change. (Laughter.) Mr. KIRKPATRICK said a year ago these

Mr. RIRKPATRICK said a year ago these hon. gentlemen belittled the Government's chances of settling the North-West, and even frightened one or two members into voting gainst the resolutions of last session; but when they found that the ultimate cost of this work was fully ascertained under this contract, they maintained that the road could be built so easily and cheaply and that the lands were worth so much that the contract should not be ratified, though much less was being given to the company than they them-selves considered necessary, only last year. (Applause.) But he did not think that their position would even have as much effect as followed their course eight months ago. (Hear, hear.) He rejoiced, however, in the fact that hon. gentlemen opposite had at last delivered some patriotic speeches, and ac-knowledged thata great and splendid future lay before the North-West (Applause.) He had been informed on good authority that it cost the Atcheson, Topeka, and Sante Fé railway not less than 88 cents per acre to bring in settlers. (Hear, hear.)

settlers. (Hear, hear.) A VOICE-It cost more than that.

A torone to cost more than that. Mr. KIRKPATRICK asked what would be the cost to this company. They must send agents to Europe and all over the world, following the example of the railway companies to the south of them, and compete actively and energeti-cally in this connection in order to make the undertaking a success. (Applause.) The gentlemen opposite did not make allowance for this necessity. How many millions would it cost the syndicate during the next twenty years before they sold their lands and paid the running expenses of the road ? He did not think that the immigration expenditure would be less than nine or ten millions, and the Dominion treasury would be relieved pro-tento. He thought that it was proven that twenty-five million acres and twenty-five million dollars were not too much, as the new syndicate did not reduce these figures to any material extent. If a grant of twenty-five million acres created a huge monopoly, would not a grant of twenty-two mil-lien create the same condition of things ? It was known before Parliament met what the land and money grant would be, and yet these gentlemen did not come forward with their offer. (Hear, hear.) The Mr. KIRKPATRICK asked what would very small band, and that on the Ministerial benches sat men who were the pears even of the leader of the Opposition, except as far as the hon. gentleman's inordinate self-esteem was concerned. They were told when they recalled the hon. gentleman's record that they were curs and dogs snarling at him on the street. Was this the language becoming to the leader of a great pury? He would not fatigue the House with quoting the hon. gen-tleman's remarks, but he would take occasion to recur to the position which the hon gentle-man occupied towards the House and the country, and show that with all the hon, gentleman's boasted patriotism his course than that of any other member of the House to damage the interests of this country. (Cheers.) Hon. gentlemen opposite regulated their, conduct by the circumstance of thetr.

Mr. McINNES-What he did say was that if British Columbia wished, she might go.

if British Columbia wished, she might go. Mr BERGIN said he sincerely regretted that Canada had been defamed by a man who believed himself to be and was, one of tha ablest of persons. (Hear, hear.) This hon, gentlemen had done everything possible to depreciate this country, and his words of detraction had gone into every hole and corner, every nook and oranny of the wide world over. (Applause.) He exhibited the hon, gentleman's pamphlet portrait to a large meeting in Glengarry, and every man in the vast assemblage hung his head with shame that Canada should have a son who would so defame her. (Hear, hear.) The hon, gentleman intimated that monarchical institutions were foreign to the genius of the Irish people, and that, thein