out being obliged to locate on alternate sections. It continues: tions. It continues:—

"And the said lands, and the certificates issued therefor, are hereby exempted and released from all state, county, town, city, municipal, and other taxes for the period of twenty-five years from the date of the respective certificates issued therefor."

Now, sir, in our case, the moment the certificate issues, and the moment the land is occupied, taxes fall upon it, but under this Act the assigns of the company could hold the land for 25 years exempt after the certificate was issued. The clause went on to state:—

was issued. The clause went on to state:

"And the said railroad company, and its successors, and its and their capital stock, rights, franchises, railroads constructed and to be constructed pursuant to the Act of August 5th, A.D. 1870, and this Act, rollingstock, and all other property which now its August 5th, A.D. 1870, and this Act, rollingtock, and all other property which now is
ar hereafter may be owned or possessed by
aid company, or its successors, in virtue of
the said Act of August 5th, A.D. 1870, is
hereby exempted and released from all state
county, town, city, municipal, and other
taxes, for a period of twenty-five years from
the fifth day of August, A.D. 1875, except
county and municipal taxes in such counties,
cities, and towns as have donated their bonds ties, and towns as have donated their bonds of aid in the construction of said railroad; ut this exemption shall not remain in force tayour of any county city. favour of any county, city, or town which, ving thus donated bonds, shall make dealt in the payment of either the interest or

ncipal thereof." that throughout the municipalities and ntries and towns where the parties did not atribute as you have contributed for the astruction of the road, exemption was given n all taxes. I have in my hand an extract m the laws of Minnesota, which gave the wer of designating and locating the route such company. A good deal has been said, out our giving up the location of the road, r. Blake had said that the syndicate could, a portion of the route, go where they sed, but I would recommend him to read contract before repeating that statement. ney cannot locate a mile from end to end out the supervision of the Governor-in-ncil. (Cheers.) Nothing affords better estimony to the wisdom and soundness of the argain than the fact that no single criticism serious character has been offered, but the contrary only criticisms of what Act does not contain, and of prrect statements of its contents. have already exposed the misstatement as to

have already exposed the misstatement as to the amount of duty which might be remitted by the Government. I will now read the expract from the laws of Minnesota previously eferred to :—"Sec. 17. The location and lesignation of the route and line of said raiload and branch shall be made by said comany, and reported to the Governor from time ne, and as fast as the same shall be detely located and established, and the section of the lands provided for by the Act Congress aforesaid shall be made as soon eafter as practicable by said company, or ach agents as it may designate." Sec. 18. The said company all be for ever exempt from all assessments nd taxes whatever by the territory or State

ounty, city, town, village, or other munici-al authority in the territory or State upon I stock in the 'Minnesota and Pacific Railond Company, whether belonging to said ompany or individuals, and upon all its frans of estate, real, personal, or mixed, held y said company, and said land granted by aid Act of Congress hereby authorized to be inveyed to the said Minnesota and Paciflo ailroad Company shall be exempt from all tion till sold and conveyed by said com another place you have in the General Act

Minnesota a clause providing as follows:—
"118. Public and railroad lands sold, to be for taxation. The Auditor of State on or before the first day of April in year, obtain from the local land officer tate, and from the several land grant he State, and from the several land grans road companies, lists of lands sold or con-cted to be sold during the previous year, certify them for taxation, together with various classes of State lands sold during in which such lands may be situated hall also at the same time obtain lists revertipg to the railroad companies each by reason of the forfeiture of contracts. ertify the same to the respective county ors for cancellation of taxation.

ave also an extract from the laws of Wissin, enacting that "The track, right of y, depot grounds and buildings, machine ps, rolling stock, and all other property essarily used in operating any railroad this State belonging essarily used in operating any railroad com-this State, belonging to any railroad com-ay, are hereby, all and singular, declared be and they shall henceforth remain mpt from taxation for any purpose whatand it shall not be lawful to assess or taxes upon any property before named. ink I have satisfied you as to the general cedure in regard to the taxation of rail-In districts where no population , and where there are consequently no cipalities, no settler could be injured by exemption, as he would go with a knowge of the circumstances. A man who is wided with his land for nothing, and one he finest railways in the country to give

means of communication with the id, is surely not injured because cannot tax the railway. What taken place in Ontario? Did you railway property here? Does the Grand ank pay what some of the newspapers have m saying the syndicate should pay on all rolling stock throughout the country; e policy pursued has been very different, i even in Nova Scotia and New Brunswick tion from taxes is given to a large ex-But what more? What a fright-it is to exempt these thing it is to exempt le from municipal taxation. the city of Winnipeg. power under this contract to tax every ticle of property, locomotives, rolling who composed the syndicate, than the wn Composed the syndicate, than the wn Council not only agreed to exampt ir property in Winnipeg from taxation, talso to make them a present of some 30 es of the finest land in the city. (Cheers.) at has Canada done within the last few in regard to railways? The Govern-

is in regard to railways? The Governats and municipalities have during the few years contributed one hundred milof dollars voluntarily. The Province Ontario has contributed nearly four ions to assist in the construction of ways through the old settled districts, yet Mr. Blake is not satisfied. He is satisfied: 1. That the Dominion Parent shall let you build railways in the th-West; 2. That your Local Parliations, and, 3. That your municipal authorishall again tax you, but he wants you to provverd and pay taxes for the people of forward and pay taxes for the people of North-West-for it amounts to that North-West—for it amounts to that y dollar of that exempted taxation on allway saves the older settled portion of country something. If we had said to company "We will not exempt your unpied lands from taxation" we should not had the contract, and you would have to find the money to develop the coun-Underfall the circumstances, I do not there is an intelligent man in Canada will not say it is only fair and just that hould have the benefit in maxing this act of the relief we do receive by prog that these lands shall not be liable to axed until use is made of them. The ent, as I said before, the company makes int, as I said before, the company makes I them they are to be taxed. But, sir, about the branch lines? I have told table cannot locate a mile of the ian Pacific railway from Nipissing grand Inlet without the authority of overnment. But they can locate lines where they please. Is there any ip in that? Mr. Mackenzie and Mr. nip in that? Mr. Mackenzie and Mr. and gentlemen on their side of the have been asking why we do not to the United States in the matter of our lands. "How." they say, "can st the settlers to go into the Canadian. West unless you give the settlers terms real as the United States give?" There nod deal of sense in that. Now lat us at the state of affairs as regards rail-building on the other side of the It happens that in Minnesota any can build a railway wherever he was a sent to the state of affairs as regards rail-building on the other side of the It happens that in Minnesota any can build a railway wherever he governor in council as

hay anything about it. A railway builder can build a road as crooked as a ram's horn, and put it anywhere he likes, without going to the Legislature for authority. They have a general law there under which they can go to any district, put their map in the proper office, and build the road where they like. Well, I do not think it is any very great concession on our part to say to the company which is to take the railway out of our hands, "You may bring branches to wherever you shoose, but we will not give you a dollar for soing so, or an acre except the right of way." I'm hope they will want a good deal of right of way. (Cheers.) I think we had a right to expect that the last people to criticise this part of the contract would have been the present Opposition. What do I hold in my hand? I hold in my hand a bill in which is embodied the policy of the bill in which is embodied the policy of the late Government—the policy of Mr. Mills, Mr. Mackenzie, and Mr. Blake—regarding the North-West lands. It was brought in by Mr. Mills, and it proposes that anybody may do in the North-West just what anybody may do in Minnesota—build a railway anywhere, provided it does not come parallel within torty miles of the Canadian Pacific railway. What more does it provide? We don't, you will remember, give these gentlemen a dollar or an acre to assist them in building branch lines. But if this bill of Mr. Mills' had become law we would have had to give 10,000 acres of land per mile for the building these lines—(cheers)—and 20,000 acres per mile for railways built into the Peace river country; and yet gentlemen who could propose such a policy as that now come forward and endeaour to prove that we have done wrong in giving the company the right to build these lines, but without aid. (Cheers.) I think the more this question is discussed the better the Opposition will find we are prepared to discuss it—(ap-plause)—and the better it is understood the greater difficulty will they have in producing hostility to the scheme. (Renewed cheering.) I am told that the syndicate is to have the choice of lands. What an awful thing to give them the choice of lands. Mr. Blake so far forgot himself in London—or else it was Mr. Charlton; perhaps it was Mr. Charl-ton; it was almost too big a blunder for Mr. Blake to make—as to say that the company which Mr. Mackenzie proposed had to take the lands along the railway from Nipissing to Burrard Inlet. Why, did not they know that according to the Ontario boundary award the Government of the Dominion does not own an acre of land for a thousand miles from Nipissing towards the other end of the line? Mr. Mackenzie himself stated on the floor of Parliament that they did not own those lands, that he had applied to the Government of Ontario for a grant, but that the Government of Ontario had refused. The

the Government of Ontario had refused. The lands given to the company would not then have come from that part of the country lying west of Lake Nipissing to the boundary of Ontario. They would have had to come from the North-West. (Hear, hear.) So that these gentlemen will have to revise their statement that the bulk of the lands were not to come from the North-West. But they say the company under Mr. Mackenzie's Act was to take the lands just as they came, rocks, muskers, and lands just as they came, rocks, muskegs, and all. If that was the case the provision was not a very honest one. (Hear, hear.) And to Mr. Mackenzie's credit, I am happy to say, his Act provided nothing of the kind. It says that the land, instead of being rocks and says that the land, instead of being rocas and muskegs and swamps, is to be of "fair aver-age quality." We say in our contract that the land to be given to the company will be "fairly fit for settlement." What a wonderful difference there is between the two expressions! I imagine an intelligent country becoming excited over the difference between lands "of a fair average quality" and lands "fairly fit for settle-ment." I am afraid I am responsible for the enormity of saying that the lands shall be fairly fit for settlement. I will tell how the term comes in the contract. In 1878 I went down to Parliament and submitted a resolution, which received its sanction, providing that a hundred million acres of land should be placed at the disposal of the Government to secure the construction of the raffway. It made provision as follows:—

"7. Resolved, That it is further expedient

s of land, and all the minerals they contain, be appropriated for the purposes of constructing the Canadian Pacific railway. (2) be specially appointed, and that the Imperial Government be represented on the Commis-sion. (3) That all the ungranted land within twenty miles of the line of the Canadian Pacific railway belonging to the Dominion be vested in such Commission; and that when the lands along the line of the Canadian Pacific railway are not of fair average quality for settlement, a corresponding quantity of lands of fair quality shall be appropriated in other parts of the country, to the extent in all of 100,000,000 of acres." That is where, I think, that unhappy phrase

came from, and then it says:—
"That said Commissioners be authorized to sell, from time to time, any portion of such land at a price to be fixed by the Governor-in-Council, on their recommendation, at the rate of not less than \$2 per acre; and that they may be required to invest the proceeds of such sales in Canadian Government securities, to be held exclusively for the purpose of defraying the cost of the construction of the Canadian Pacific railway.

Now, sir, you will at once see whence this phrase was derived, and when we came to make the contract, these gentlemen were in a position to say: "Parliament has given you one hundred million acres of land of fair average quality for settlement, and surely you will not ask us to take anything which you will not ask us to take anything which you have not had given you to construct the Canadian Pacific railway." And now, when we have given twenty-five million acres of the same land which was placed in our hands for the purpose, for the hundred rillion acres were all to be of fair average quality, we have seventy-five million acres left, and if it is worth \$1 an acre, it will pay us more than all the money which we have to expend, and this is only 53 millions. (Ap-planse.) If the land is worth \$2 an acre, it will then pay the whole expenditure con-nected with the Canadian Pacific railway and leave Canada rich besides. (Applause.) And yet these gentlemen expect the country to be yet these gentlemen expect the country to be thrown into mourning because this awful blight has fallen on the country, of securing the construction of the Canadian Pacific railway for less than one-half of the quantity of land voted two years ago to secure this great object. (Cheers.) But, sir, they are to have the choice lands, are they? Read the Act again, and see whether Mr. Blake or Mr. anybody else is not insulting the intelligence of this country, and taking an unwarranted liberty with the people of Canada, when they put forth the statement, which is not only not to be found in the Act, but the very reverse. (Cheers.) What is it? Instead of saying that the syndicate are to have the of saying that the syndicate are to have the choice lands, it says this :—That they are to choice lands, it says this:—Inat they are to have the lands in the fertile belt or at their option elsewhere. What does this mean? That if they choose to go to the Peace River district, they may go, and welcome. (Hear, hear.) And inside the fertile belt, they have not the choice of selection. We provide, in the first place, that they have, in the belt of the tractive formulae wide on each side of the the first place, that they have, in the best of twenty-four miles wide on each side of the line, every alternate square mile, and, in the next place, that wherever they build a branch line of railway, they will have similarly a belt of twenty-four miles on each side of the line; but, as I said before, the greatest good fortune that can ome to us would be that they should build hese branches everywhere, because it will tome to us would be that they should build hese branches everywhere, because it will be not be the country and give an enormous increased value to the lands. (Applause.) We want them to go into the sections of the country where the lands are the very best that they can find, because there we have every alternate square mile, and these lines are enrich the collers of Canada and build up great, thriving, and prosperous community in the North-West. (Cheers) They have but twenty-five million acres. That is all, and they take that, not where they choose, but in the beit twenty-four miles wide, land of fair average quality for settlement along the line, in alternate blocks of a square mile each, and on the branches, warver they will build them; and wher-

ever they go, except on these branches, they have to go, as will be seen by reference to the contract under my hand, on the front line designated by the Governor-in-Council. (Applause.) So that a grosser misrepresentation, a falser construction, it would be impossible either to make or put on this Act than is made and put by the statement that under its terms the syndicate have the choice of the lands, and that they can take only the choicest lands, and that wherever they please. (Appause.) Well, there is another great hardship that Mr. Blake dwelt upon at great length, and which he worked up very much in the House of Commons. It is his stock-in-trade in this public discussion, but I think I shall be able to let a little day-light into it. I refer to the monopoly of but I think I shall be able to let a little daylight into it. I refer to the monopoly of
transportation. Now, he says, "You are
going to give them a trunk line from Nipissing
to Burrard Inlet, and the right to construct
branches wherever they like, and in this
way they will have a monopoly of transportation, and be able to make the people pay
all that they can afford to pay." Then
Mr. Blake says they would not undertake
to make these people pay more, because
Mr. Vanderbilt, in giving his testimony
before the committee, stated that the rule
among railway authorities was to charge
as much as they could, and yet stimulate
production; that if they made a charge for
transporting wheat which would prevent the
people from growing it, they would kill the
goose that laid the golden eggs—(hear, hear)
—and that consequently the railway company, in its own interests, would always keep
its prices down to the point that would
stimulate production. Well I think that is pany, in its own interests, would always keep its prices down to the point that would stimulate production. Well, I think that is a pretty good guarantee, but we have a better guarantee than that. (Hear, hear.) We have at this moment three independent lines of railway, chartered by Parliament, running from the province of Manitoba, in a west or south-westerly direction, to the foot of the Rocky Mountains, if the poorly choose to go there. We have people only choose to go there. We have given them land along the lines at a dollar an acre to enable them to construct and operate these lines. Now look at this country. Her is a country from the 49th to the 57th par-allel, 100 miles wide and 1,000 miles deep. I think Mr. Blake said that a railway would only serve the country for 10 miles on each side of the line, because, so productive is the soil, 10 miles of land on each side of the roads soil, 10 miles of land on each side of the roads can give them more business than they can do, and consequently you have to have a railway for every 20 miles in width of territory. Now we have three independent lines chartered, and I want to know if the syndicate could put on oppressive charges, and abuse their privileges with monopoly rates, whether we would not send our settlers in on other we would not send our settlers in on other lines where the land is just as good? (Hear, hear, and applause.) The country is uninhabited, and the only hope and salvation for any man building a railway there is to get population into it to cultivate the soil, and to afford traffic to support the operation of the road after it is constructed, and under these circumstances their own self-interest will compel them to make fair rates. But he cites the St. Paul, Minneapolis, and Manitoba railway as a frightful example of the oba railway as a frightful example of the

dreadful consequences of a monopoly in rates. I am inclined to think that their rates are a great deal too high. I do not hesitate to say so. A VOICE-It is the same company. Sir CHARLES TUPPER—My friend will find that I am coming to that point directly; Ten years ago it was my misfortune, at the time that Fort Garry was in the possession of Riel—and he had some 300 men under arms the night when I visited him in that fort—to have to go to the North-West, and how did go? Over the same track over which I passed the other day, when I left Ottawa at 10.30 Wednesday night, and was in tawa at 10.30 Wednesday night, and was in Winnipeg in time to go to church on Sunday morning. About ten years ago I went over the same line, and travelling three weeks and sleeping on the anow, had the good fortune to find a cabin half-way. On my last visit I found the district as beautiful a farming country as could be found in the United States. What a dreadful thing for the North-West to be treated in this way I I defy you to find any place which has progressed as Winnipeg has since the St. Paul and Manitoba railway was built. But there are a dozen modes which Sir John Macdonald can, despite the

charter employ to exorbitant rates. (Cheers.) It is said it is a great hardship that no lines are to be allowed to connect with the United States and carry away our traffic. Well, in building a great trunk line, it is our duty to retain the traffic which will develop it. But lines could be built south-west or west of south-west and north to any extent. Mr. Cartwright was very much alarmed lest the Pacific railway should swerve the line within fifty miles of the boundary. They would not be permitted to do so if they wished. They will not be permitted to alter the location of one mile of railway without the content of the Covernor of the Covernor Council. There are sent of the Governor-in-Council. There are two charters held by companies to run lines to Hudson's Bay from Winnipeg, in addition to the three lines to which I have referred. Let this "monopoly," about which so much alarm is felt, make oppressive rates, and I tell you that the day is not far distant when these lines will be constructed which will give the shortest

constructed, which will give the shortest route to Liverpool from the North-West. Could it be supposed, moreover, that a company, whose existence depended on its having an enormous volume of traffic, would impose restrictive and oppressive rates? And no rate could be imposed on passengers and freight without the consent of the Governor-in-Council. (Cheers.) And in this way a power will be vested in the hands of the Government greater than is possessed under the law relating to this matter. Yet we have it in this contract that we can lower the rates when they make ten per cent. (Hear, hear.) But I said I would notice why I did not count the \$28,000,000 we had spent Mr. Blake settled that point the other night. He let the cat out of the bag, so to speak. He did not intend to say it, but we must excuse him this time, for he does not often say what

him this time, for he does not often say what he does not mean. He was endeavouring to prove that very heavy rates would be put on, and he said "the centre has to maintain the ends." He never said a truer thing in his life. He had previously been undertaking to make us believe that we were giving the syndicate something enormous in giving the ends. the line thing enormous in giving the ends—the line to Winnipeg and the line from Kamloops to Burrard Inlet. I need not tell you that we based our contract upon the fact that neither this end nor the other end could for years to come be operated by the Government otherwise than at an enormous loss. We therefore provided that the company shall be compelled to take these ends and to operate (Hear, hear.) He (Mr. Blake) them. (Hear, hear.) He (Mr. Blake) says the middle will have to pay for the eastern and western ends. I thank him for say-ing so. His statement to that effect was all that was wanted to show that

all these people are getting for the construc-tion of the road is \$25,000,000 and 25,000,000 acres of land, while the ends upon which the acres of land, while the ends upon which the \$28,000,000 is spent are forced upon them in order that they may operate them and we may be relieved from the responsibility of having charge of them. (Hear, hear.) But they say, "Why don't you get General Butt Hewson—(loud laughter)—to organize a company to build a line from Manitoba to the foot of the Rocky Mountains? He will do it with pleasure a than "For a good resconting the same at the same at the same and the same are same at the pany to build a line from Manitoba to the foot of the Rocky Mountains? He will do it with pleasure at once." For a good reason: When you let anybody build the road on any such terms you have parted with the only means you have of getting a great national line spanning our country from end to end, and giving that means of communication and co-operation that is necessary to the strength of a country that at no distant day is to be a nation. (Cheers.) I think, sir, I have exhausted all the little, fine hair-splitting exceptions taken by Mr. Blake to the contract, and I now come to that gentleman's policy. I regret to say that, for by no means the first time, I am unable to agree with him. His policy is an anti-national policy. Mr. Blake, unfortunately I think, came into public life a little too late. He came into public life after the great national measure of Confederation was carried, and he

he will not be bound to his speeches of 1874. Well, sir, he was sitting side by side with his able colleague, Mr. Mackenzie, and what did Mr. Mackenzie say a year ago? Why, he said, "If you could have got offers to build the road under my terms, for fifty-six millions of acres of land and 27 million dollars, you ought to have taken it. "You think you have got a grand colonivation scheme but were care. to have taken it. "You think you have got a grand colonization scheme, but you cannot build the road out of it. You are calling this land worth \$1 an acre, but I tell you it will cost the Government all the money realised from it to settle the land. You will make nothing of it. The Americans are giving away lands as good as these for nothing, and, therefore, you cannot make 100 million acres build the road." But, now, Mr. Blake has discovered that these 25 million acres are worth \$14 an acre,

A VOICE—It is \$3.18.

passed the other day, when I left Ottawa at 10.30 Wednesday night, and was in Winnipeg in time to go to church on Sunday morning. About ten years ago I went over the same line, and travelling three weeks and sleeping on the snow, had the good fortune to find acabin half-way. On my last visit I found the district as beautiful a farming country as could be found in the United States. What a dreadful thing for the North-West to be treated in this way I defy you to find any place which has progressed as Winnipeg has since the St. Paul and Manitoba railway was built. But there are a dozen modes which Sir John Macdonald can, despite the charter employ to protect the people from originate a thing himself, or oppose it. (Hear, hear.) He is a man who recognises his great powers to lead, and who is very unwilling to follow, as his friends have discovered. (Hear, hear.) The trouble is that he did not originate this scheme. He was in Parliament, Mr. Mackenzie was his colleague, and he was in the Government when that Act was put on the statute book providing for the construction of the Canadian Pacific railway from Nipissing, north of Lake Superior, through and on Canadian territory, to the shore of the Pacific Ocean, He was in Parliament when Parliament placed at the disposal of the Government of which he was a member something like, according to his present estimate, one hun-dred millions more than all we ask to build the whole road, and yet he was ready to face the difficulty and leave the plank to which he the difficulty and leave the plank to which he was clinging and increase the taxation by three millions if it was to build the Canadian Pacific railway. Where is he now? We have come down to Parliament and said "Here is a scheme by which the fondest dream of the most en usiastic Canadian is more than realized. Here is a contract by which they are going to obtain within ten years, and everybody knows how soon the last ten years has passed, and how soon the next ten will pass too completion of the Canadian Pacific railway from Nipissing to the shores of the Pacific, and its operation forever thereafter." say there is nothing in this contract about the way in which it is to be operated; one

the way in which it is to be operated; one train a day, a week, a year, may be run. I think they have not read the contract exactly. They will find that if the syndicate do not operate the road efficiently, the contract is broken. (Hear, hear.) The word "efficiently" is there. The road is to be run forever, and efficiently. You know what that means. It relates to equipment as well as construct. It relates to equipment as well as construc-tion, and this question is to be settled by the Chief Justice of Canada. (Hear, hear.) The operation of the line is another point which will be brought within the same scope, because if they do not turnsh means and equipment able to do the work properly they do not operate it efficiently. If we had told them a year ago that we would bring down such a project so this dwing the recent care. such a project as this during the present session, they would have been incredulous, Mr., Blake then thought the building of this road would ruin the country. He wanted even to let British Columbia go, and break the faith which his own Government and his leader mode with that province to spend two leader made with that province, to spend two millions a year in continuing the construction of the road in British Columbia. He is ready of the road in British Columbia. He is ready, to go back on all the expectations which they held out, and abandon all their policy, not while he was in power, but when his opponents have assumed office. He is then ready to stop short at the foot of the Rocky Mountains. But, sir, Parliament rejected his proposal as unpatriotic and not in the interests of the country, and authorised us to go on and utilise the one hundred million acres in building the road. But now we propose to secure this line for seventy-eight million dollars, taking the value of the land at \$1 an acre, and in proportion as you increase the price, in much greater proportion you make our position better, because we have lessened the monopoly of land from fifty-four or fifty-six to twenty-five million acres, and swept away the monopoly by keeping every alternate

situation is appreciated, and I am assured that the heart of Canada is as sound as the heart of this meeting upon this great question. (Cheers.) Well, some people are afraid we have not security enough for the building of the road. What security do we want! According to the story of these objectors, the contractors are to make immense fortunes over the building of the road. If that were the case they would surely hasten to complete the line and make their fortunes as rapidly as possible. The syndicate, however, has to give security of one million dollars for the construction of the road. After that is done, they will have to pay another million for the roling stock for the roads now completed, and have to buy material to push on to the foot of the Rocky Mountains in three years. What more? Look at the question of immigration. These gentlemen know they will be ruined by the operating of this line for ten years unless they can fill up the country with an industrious class of settlers. Mr. Stephen is in Europe making arrangements to bring over a great tide of immigration; the British Government are working hand in hand with us to induce settlers to go to the North-Weet of Canada, and will bring down a measure to authorise them co-operating with the Canada Government in promoting its settlement. Canada, and will bring down a measure to authorise them co-operating with the Canada Government in promoting its settlement. (Cheers.) For the first time in the history of England a British Government has issued a circular advising their people to emigrate to Canada. We have provided that the syndicate commence on the 12th July at Callandar station, and build enough every year to complete the road in ten years. The moment than fail to fulfil this abligation they violate

a Government at all anxious to keep itself in power would do, is to make a contract which would lose us the confidence of that great province of this Dominion, Outario. (Cheers.) Sir John's right hand will have lost all its cunning when he puts it to a contract which will forfeit him the confidence of the great, powerful, and intelligent community of Ontario, without whose support no man could hope to govern the country. We have dealt with that question, and in a way which secures to the great commercial centre all the advantages it is entitled to possess for its nearer proximity to the North-West. Our object is to build up a great empire by promoting facilities for ingreat empire by promoting facilities for in-dustry in the North-West, and the means for exchanging the produce of industry and la-bour, and we would be traiters to the cause and fail in that object if we did not take care that the arrangements we have made for the construction of the Canaria Pacific railway should enable the people of the North-West to have all the advantages which must now from the competition between the centres of industry in Ontario with those of Quebec. I industry in Ontario with those of Quebec. I say we have provided, in the strongest terms the English language will afford, that the mileage rates to this section of the country shall be the same as to the eastern section of the country. (Applause.) If the Canada Central becomes a part of the Canada Pacific to-morrow, and if they were to take the Intercolonial off our hands—for which we would forgive them—(laughter)—that clause in the contract under which the rights of Ontario are protected could not be affected. (Applause.) Now, Mr. Blake, I say, need not be unhappy lest the eastern and should fall through, because if it should we will have the money, and he if it should we will have the money, and be will have what he wants. But what does he

A VOICE—He does not know. (Laughter.) Sir CHARLES TUPPER—He wants, instead of a great national line of railway—which has been the desire of every patriotic Canadian, and to which Mr. Mackenzie committed himself—he wants, I say, instead of that, that the only communication the older provinces shall have with the North-West for half the year shall be through the United States of America. (Hear, hear.) He wants was to build a line of the control of (Hear, hear.) He wants yes to build a line to secure the best communication with the Canada Pacific? Not at all!—but with the Northern Pacific railway. (Hear, hear.) I asked myself, is Mr. Blake, the leader of the Reform party, actually willing to build up a rival line on the American side? I am not going to lecture Mr. Blake on this question. I am not going to teach him patriotism. I am going to let the organ of his party do it. I will trespass on your time long enough to give you a few sentences from that paper. It says:—

"A very cursory examination of the country to be traversed by the American road

try to be traversed by the American road from the head waters of Lake Superior will show how fallacious all such arrangements are, and how not only the line through British territory may be carried through from strictly commercial considerations, but must be, if British authority is to be maintained on this continent, and our new Dominion made practically as well as in theory a great fact." Does not Mr. Blake want to maintain British authority on this continent? A VOICE-No.

Sir Charles Tupper—I will not go so far as that, but I believe if you were to make him leader of the Government instead of leader of the Opposition he would. (Laughter.)

"Apart from all other consideration, the "Apart from all other consideration, the very fact that the line under consideration is through American territory would be a fatal objection to its being made the Grand Trunk line for the Canadian North-West. Those who had the command of it would in a very few years command the country." Who wants the United States to command this country? And yet here is the deliberate utterance of one of the ablest men their party could boast of, stating it would be a mistake

THE WEEKLY MAIL, TORONTO, FRIDAY, JANUARY 7, 1851.

| The not the prife is it which, Alexander Mackeninic, who had a three, in it, enjoys and the control of when I went to Fort Garry, through American territory, for the first time in my life, and held my life in my hand while there, to see Riel? Does anyone wish to see that repeated? Or should an Indian war break out Canada would be powerless for three or six months in the year to send a man to quell it, when we have the means of securing a through line on our own national territory. (Cries of "No," and applause.) If the Sault Ste. Marie branch has all the commercial advantages which Mr. Blake claims for it, it will be built without any effort on the part of Canada. He will find that it is our duty as politicians and as Canadians to confine our efforts to the great national work now before us—(cheers)—and, sir, in a year what will take place? In a little more than a year, communication by rail will be open to what will take place? In a little more than a year, communication by rail will be open to Thunder Bay. Mr. Blake says the completion of this line is ten years off, while you can have the Sault Ste. Marie branch in three, but will you suffer very much? What is your position during these ten years? You stand here in the position of having your trade and industries nearer to the great North-West than any other portion of this country, and will have easy means of access by the Thunder Bay line to pour the traffic and business of Toronto and Hamilton, etc., into the heart of the great North-West, and to obtain a hold on that traffic which, once secured by the enterprising traffic which, once secured by the enterprising men connected with the industries in Ontario, will not be easily taken out of their grasp. (Cheers.) I am sorry to see Mr. Blake abandoning the national policy of a great through national line, and propounding a policy which even his own supporters are not prepared for. I do not mean to say that he will not bring them to vote for it, but you ought to have seen his face the other night when Mr. Cartwright, not drilled, perhaps, as well as he ought to have been, was speaking on this question. What was the result? His first blow struck his leader in the face. He declared that he would wake up the country to the startling and astounding fact that

His first blow struck his leader in the face. He declared that he would wake up the country to the startling and astounding fact that would make every Canadian's blood run cold, at the frightful danger which he had discovered. He believed that the St. Paul, Minneapolis, and Manitoba line would tap the Canadian route at Souris, and what would then happen? They could get to Duluth by this line easier than to Thunder Bay, and the very heart of our great North-West was to be connected with American railways instead of with our own. You should have seen Mr. Blake's face, and this was the very policy which he was asking the House to adopt. (Hear, hear, and laughter.) Mr. Blake says, reject the national line and connect with the American lines; and his own right-hand man tells Canada that this would be the most frightful disaster that could befall its people. (Hear, hear.) Mr. Cartwright states that we shall be ruined by the policy which his leader has propounded. (Applause.) This is only an instance. But I am not in the least alarmed, and I will tell you why. We have annexed by this contract a large portion of the State of Minnesota to our North-West and our Canadian Pacific railway. (Applause.) Did you ever hear the story of the question as to whether the dog wagged the tail or the tail wagged the dog? It is hardly doubtful that, under ordinary circumstances, the dog wags the tail. When this contract becomes law, and they are bound to commence the line north of Lake Superior, and from year to year make such progress as will enable them in ten years to open the line through to the year make such progress as will enable them in ten years to open the line through to the Pacific and work it afterwards; when they have this enormous and gigantic interest to promote, and twenty-five millions of the finest lands in the world to dispose of and fill up with the people; comparing these world.

finest lands in the world to dispose of and fill up with the people; comparing these vast interests with their small interest in Minnesota, with them, as with all men in similar circumstances, the major will contain the minor interest, and in fact the dog will wag the tail, not the tail the dog. (Laughter and cheers.) I will take Mr. Cartwright's own illustration. He said from the point 180 miles west of Selkirk it is nearer to Duluth than to Thunder Bay, and the Free Press of Ottawa followed this up by representing that all the traffic of the and the Free Press of Ottawa followed this up by representing that all the traffic of the North-West would come down to Chicago. What is the fact? It is that Glyndon, in Minnesota, is exactly the same distance from Chicago that it is from Thunder Bay, 651 miles. This is the dividing point. Now, where will they send their traffic from Glyndon? If they send it to Chicago they will be paid for carrying freight over 234 miles, while if they send it to Thunder Bay they will be paid for 651 miles of transportation. Which will they do? They would be idiots, and they are not exactly that, according to Mr. Blake, if they did not bring every pound of traffic they could out of Minnesota over their own railway, and why? Because when the grain is delivered at Thunder Bay, 651 miles over their own line, instead of cause when the grain is delivered at Thunder Bay, 651 miles over their own line, instead of 234 as would be the case if the Chicago route were chosen, it is 50 miles nearer to Montreal than it would be if taken to Chicago. Consequently, it is easy to perceive by a glance at the map that the route by Thunder Bay would receive the preference. (Applause.) I have by no means exhausted the subject, even if I have exhausted both you and myself, I can only say that I am delighted to have had this opportunity in the presence of an assemblage like this of dealing

with a question of this character. Mr. Charleon threatens he will avail himself of all the formalities of Parliament to keep the subject under discussion till Pebruary. I would be willing to discuss it for a year, both in and out of Parliament, for wherever we have intelligent men to deal with, they will be satisfied that the course the Government has pursued is in the interests of Canada. (Cheers.) And when I find that the opponents of the Government are com-Charlson threatens he will avail himself of all the formalities of Parliament to keep the subject under discussion, till Pebruary. I would be willing to discuss it for a wherever we have intelligent men to deal with, they will be satisfied that the course the Government has purqued is in the interests of the above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when the composing the syndicate were called vile above party issues. But when the composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when the composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when those composing the syndicate were called vile above party issues. But when the composing the syndicate were called vile above party issues. But when the well complain. The question should be pursued by their opposing the syndicate were called vile above party issues. But when the composing the syndicate were called vile above they are trying to make capitation of the country above they can be country and be can be above party issues. But when the country will all the syndicate and the saw by a such a course should be pursued by their opposite they are trying to make capitation and in the such when I should be proposited. They are they have vide for all these liabilities without asking a farthing of taxation—(tremendous cheering)—so completely has the condition of the country altered for the better during the past two years. I think my friend the Finance Minister can count upon a surplus in the treasury to discharge our liability in cash if we were called upon to-morrow to discharge the whole. I think, then, under the circumstances, we have the right to ask these genstances, we have the right to ask these gen-tlemen of the Opposition to refer to their own administration of affairs, to the condition in which we found the country when we as-sumed office, and to its present pro-sperity, as a convincing proof that sumed office, and to its present prosperity, as a convincing proof that their views on great questions are often mistaken. Two years ago Mr. Blake said just as confidently as he now predicts evil from the Pacific contract that our National Policy would ruin the country. You know how true his prediction has turned out. The Liberal leaders said, "Adopt that policy and the credit of Canada in England will be gone." The credit of Canada in England will be gone. The credit of Canada in England will be gone. The inexorable logic of events has proved them to be wrong in the first instance, and as little confidence is to be placed in their prognostications regarding this still greater measure. We court the fullest discussion here and at Ottawa; the longer the matter is discussed the more overpowering will be the

and at Ottawa; the longer the matter is discussed the more overpowering will be the public opinion in favour of the present contract. But they want a general election. I thought that they had had enough of general elections. They want to go to the polls. I fancy they have no reason to be thankful for what they have received at the polls. (Laughter.) In 1878 they went to the polls with all the influence of a Government, and with a strong majority in the House. They came back with a majority of 80 against them. What has been done since? We have been to the polls a good many times We have been to the polls a good many times since then. A large number of seats have been vacant since we assumed office, but at no election have they been able to replace a supelection have they been able to replace a sup-porter of ours by a supporter of their own, while we can point to five seats wrested from them, making our majority ten stronger. (Cheers.) This is a very different result from that which followed elections when they were in power, when almost every contest was decided against them. Why, they know that instead of a general election doing them any good, it would leave them just where they are. (Hear, hear) If they thought there was the would leave them just where they are. (Hear, hear.) If they thought there was the slightest chance of a general election, they would go upon their knees to ask that the House be not dissolved. They will get to the polls by and-bye, however, and it will require he been wrong. But if we are right, where is the patriotic Canadian who would not be ready to hold up both hands to sustain us? (Cheers.) We do not depend upon eloquence. We do not depend upon speeches. We are willing to risk the fate and fortunes of our party upon the success of

speeches. We are willing to risk the fate and fortunes of our party upon the success of this measure. If we have been mistaken in this measure, then it will be the first time that the great leader of the Liberal-Conservative party has failed in his calculations—(prolonged cheering)—as to what would promote the progress and raise and elevate the character of Canada. I say, sir, no one can believe that a man who has been between thirty and forty—nearer forty than thirty—vears in public life, devotforty than thirty—years in public life, devoting his time and his talents to his country ing his time and his talents to his country—
no one can believe that one who has been so
successful in dealing with the great questions
lying at the foundation of this country's prosperity, is going, at the close of that life, to
fail in his sagacity and patriotism by submitting a measure which he does not believe—
as he believes in his own existence—will
contribute to the progress and prosperity of
Canada. (Loud cheers.)

RESOLUTIONS.

RESOLUTIONS. The MAYOR said that resolutions would be The MAYOR said that resolutions would be briefly proposed.

Mr. Wm. INCE moved, seconded by Mr. Frederick Wild—"That the national faith is piedged to the early construction, on Canadian soil, of the Canada Pacific railway from the Pacific to connect with the existing railway system of Canada."

Ald. Close moved, seconded by Mr. W. R. Brock—"That the mode of constructing the Canada Pacific railway by the agency of a company has been again and again ratified by Parliaments under the leadership of both parties, and will be more conducive to the interests of the country than its construction

terests of the country than its construction as a Government work."

terests of the country than its construction as a Government work."

Ex-Ald. CLARKE moved, seconded by Mr. Eugene O'Keefe—"That having heard the explanation of Sir Charles Tupper, this meeting heartily approves of the arrangement made by the Government with the syndicate for the building of the railway."

The resolutions were carried with enthusiastic cheers. When the chairman asked for the contrary opinion, not a hand was raised.

Mr. O'BRIEN moved, seconded by Mr. W. H. Beaty—"That the thanks of the meeting be given to Sir Charles Tupper for theable and lucid manner in which he had explained the railway contract." This motion was feceived railway contract." This motion was feceived with frantic cheering, which continued for several minutes, and only subsided upon Sir Charles coming forward and acknowledging it briefly, apologizing for having spoken so long. The address lasted about three hours and a THE PARTY OF THE P

LINCOLN.

St. Catharines, Dec. 30.—The public meeting called this evening by Mr. J. C. Rykert, M.P., to discuss the question of the syndicate, was, considering the inclemency of the weather, largely attended. The chair was taken by Capt. J. Murray, who explained the object of the meeting, and called upon Mr. Rykert, who, on coming forward, was warmly received. vas warmly received.

Mr. RYKERT at once entered upon his sub-

Mr. RYKERT at once entered upon his subject, and stated that as their representative he had asked them to come to-night to listen to some plain, and what he believed to be honest, statements regarding this very important matter of the building of the Canadian Pacific railway. He said it was a remarkable fact that although the present party in Opposition had had ample time to deal with this question they were compelled to retire from the field beaten and disorganized, and now sought to rebuild their fallen hopes on the subject. When Sir John returned from England he was blamed for not at once giving the country the particulars of the scheme. land he was blamed for not at once giving the country the particulars of the scheme. When, immediately after the opening of the session, the Government aubmitted it, they were blamed for not giving people time to discuss it; and now they are indicted for attempting to hurry it through Parlament. He thought the proper persons to be first told of important matters affecting the country were the people's representatives, as generally speaking, public and desultery discussions were unproductive of any

told the world that Canada was not equal to such a work. Here the speaker showed the audience a pamphlet embellished with Mr. Blake's portrait which a Yankee land company had circulated decrying Canada. Such acts were a diagrace. Mr. Rykert then read from a large number of extracts the expressions of such men as Mr. Seward and others of the United States on the importance of this work.

Capt. Norris, ex-M.P., replied to Mr. Rykert, denouncing the scheme. Mr. Rykert then replied. then replied.

NORTH WENTWORTH. NORTH WENTWORTH.

DUNDAS, Dec. 30.—A meeting of the electors of West Flamboro was held in the evening at Bullock's Corners. It was called by Mr. Thomas Bain, M. P. for the riding, for the purpose of discussing the Pacific railway contract. The chair was occupied by Joseph Snashell, townsnip clerk. Mr. Bain addressed the meeting in opposition to the contract, using the stereotyped arguments of the Grit party. At the conclusion of his address, speeches were delivered in favour of the contract by Mr. McKechnie, roeve of Dundas, and Mr. T. J. Bell, of the Standard. The following resolution was then put to the

specines were delivered in favour of the contract by Mr. McKechnie, reeve of Dundas, and Mr. T. J. Bell, of the Sandard. The following resolution was then put to the meeting, although Mr. Bain and his friends protested against it:

Moved by R. McKechnie, seconded by W. J. Morden:

"Whereas the faith of this Dominion has been pledged to the construction of a national line of railway across this continent on British territory; and

"Whereas all political parties in this country have agreed that the best method of constructing such a railway would be by a company aided by grants of money and land from the Government. Therefore, he it

"Resolved.—That the sentiment of this meeting is in favour of the prosecution of this great work known as the Canada Pacific railway under the terms provided in the construction of the c

railway under the terms provided in the contract now before Parliament."

The resolution was carried almost unanimously amid great enthusiasm, there being only four or five votes against it. Mr. Bain and his friends were greatly chagrined over the result of their effort in this part of the riding. The attempt to arouse popular fee ing in North Wentworth is evidently dismal failure.

DUNDAS, Jan. 3.—A meeting was held in the town hall here this evening by Mr. Thomas Bain, Reform member for North Wentworth, for the purpose of discussing the syndicate

for the purpose of discussing the symmetry scheme.

Mr. Barn dwelt at length on the disastrous consequences that would follow the adoption of the scheme, and was followed by Mr. Jas. Somerville. Speeches were also made by Mr. R. McKechnie, of Dundas, and Mr. Freed, of Hamilton, in favour of the scheme.

The following resolution was then adopted.

Moved by R. McKechnie, seconded by John Wilson, that "Whereas the people of this county have declared through their representatives in Parliament that the Canadian Pacific railway hould be constructed by a company, and not otherwise; and
"Whereas the principle has also been

adopted by both the great political parties that the expense of such work shall be paid partly in cash and partly in lands; and "Whereas the arrangement made with the syndicate is the most advantageous yet-proposed in the interest of the Dominion; and "Whereas the agreement entered into between the Government and the syndicate fairly meets the views of the electors of this Dominion; therefore
"Resolved, that this meeting expresses its approbation of the contract as presented to Parliament, and believes that Mr. Bain would fairly advance the interests of his constituents and of the county generally by giving the Government an independent support on this question."

An amendment was also moved by Mr. Begus condemning the scheme, but was lost.

MANITOBA.

MANITOBA.

Winnipeo, Dec. 30.—At the banquet is Captain Scott, M.P., here last night that gentleman pronounced the telegram in the Toronto Globe of the 23rd as false, and stated that he had neither telegraphed nor written to Mr. Macdongall a single word on the subject. He defended and endorsed the terms of the syndicate in a long and able speech, raising but one objection to the bargain, viz., that of running branch lines from the Canadian Pacific railway to the boundary in a south-east direction west of Winnipeg until the Eastern section is completed. His speech was continually applauded. The feeling on the syndicate has completely changed here, and a letter to Sir John, endorsing the syndicate and expressing a wish and belief that the terms will be ratified by Parliament, is being largely signed by the electors of Winnipeg, and will be forwarded to Ottawa in a day or two.

Winnipeo, Jan. 4.—A letter addressed to Sir John Macdonald, endorsing the syndicate barrein and singer.

Sir John Macdonald, endorsing the syn bargain and signed by the local Pr members of the Provincial Governmen nearly all the merchants and business Winnipog, was despatched yesterday reads as follows:— To the Right Hon. Sir John Macdonald, K.

"To the Right Hon. Sir John Macdonald, R. C.B., &c., &c.:

"As a good deal of excitement has pervaded this city caused by a misunderstanding of the facts in the case, and inasmuch, as through a better understanding of the terms of the contract the feeling here is completely changed, we, the undersigned residents, electors of Winnipeg, take this method of expressing our hearty approval of the terms upon which your Government propose to transfer the great work of constructing the Canadian Pacific railway to a private company, and the only point in the contract which we view with apprehension is contained in the fifteenth clause, and this clause we think should only be changed so as to prevent the construction of branch reads from the Canadian Pacific railway west of Red River in a sonth-east direction to the boundary until the eastern section is completed. The terms have our general approval, and we await with confidence the date of the ratification of the contract by Parliament."

confidence the date of the ratification of the contract by Parliament."

The letter is signed by John Norquay, Premier; D. M. Walker, Attorney-General; Alex. Logan, M jor W. H. Lyon, Wm. Bathgate, Robt. Bathgate, R. J. Whittela, H. M. Howell, and two hundred other leading business and professional men. It is not probable that 100 electors in Winnipeg could be found to oppose the syndicate.

HALTON.

MILTON, Dec. 29,—The meeting held hen to-day by Mr. Wm. Macdongall for the pur-pose of expressing his views on the syndicate contract, and testing the feelings of his con-