THE WEEKLY MAIL, TORONTO, THUSRDAY, FEBRUARY 3, 1881.



URD SESSION OF THE FOURTH PARLIAMENT

THE SENATE: OTTAWA, Jan. 25.

SANITARY LEGISLATION.

SANITARY LEGISLATION. Dr. BROUSE moved for copies of all reso-lutions from medical conventions asking for health legislation. He spoke at some length advocating the establishment of a central bureau of health and vital statistics, and in support of his argument quoted statistics of other countries to show the advantages which had resulted from similar legislation else-where.

where. Dr. PAQUET, in French, seconded the motion, and thought that a Minister of Public Health was as necessary as a President of the

ALEXANDER CAMPBELL expressed bt as to the jurisdiction of the Dominion Parliament to enact such laws or deal with sanitary matters. He would, however, bring the subject before the Government, by whom it would receive careful consideration. e motion was agreed to.

NATURALIZATION OF ALIENS.

Sir ALEXANDER CAMPBELL introduced a bill respecting the naturalization of

The Senate adjourned at 5 p.m.

HOUSE OF COMMONS.

OTTAWA, Jan. 25.

THE CONTRACT. Mr. HOUDE continued the debate. He explained that he had been induced to enter the discussion owing to the unmerited stricthe automation owing to the autometrice stric-tures which had been passed on the French Conservatives by the Ottawa Opposition organ. This paper represented itself to be Liberal and Reform. If it were Liberal it was only in the way of diffusing the antipodes of truth-(hear, hear)-and if it were Reform it should first reform its own bad habits in mis representing others and doing to them what it would not wish to be done to itself. (Ap-plause.) This paper stated that the St. Paul syndicate had spent £500,000 in Ottawa, and would not wish to be done to itself. considered the money well invested. He could only account for such false and ungrounded statements by the fact that the iditors of this journal judged of others by homselves. (Hear, hear.) They reminded him of the ancient Pharisees-("hear, hear," and laughter)-of whom they were apparently the lineal descendants. ("Hear, hear," and laughter.) He denied the practicability of lionax were imposed for such pur-poses. (Hear, hear.) He reminded the House that the last member who had spoken had estimated the cost of the submission of great public questions to a vote of the people, and reminded the Opposi-tion of the different position taken by their friends in Montreal in 1872, when Sir George Cartier brought Sir-Hugh Allan to a public meeting in St. James' Square to assure the puppe that the eastern terminus of the rail-way would be established at Lake Nipissing. Icar, hear.) Mr. BOBERTSON (Shellurne) opposed the

ontract because it would lead to too heavy n expenditure on the part of the country for be benefit of the syndicate. Mr. RYKERT said he had failed to hear an expen

any gentleman opposite refute the statements which he had formerly made respecting the question of taxation. The *Globe* estimated the exemptions at six millions, and members of the Opposition at fifteen millions and twenty-one millions, while his estimate was only \$60,000. (Hear, hear.) He wished that the Opposition and their organ would reconcile their statements. (Hear, hear.) The member for South Perth (Mr. Trow) was out the mistaken as to the value of me was quite mistaken as to the value of pro-perty in his own county. The hon, gentle, man said this was \$50 an acre. He had be-fore him last year's assessment, and he found that the valuation of property in Perth last year was \$27, and in 1872 only \$13. He had elected in his former calculations the year give a fair amount for the value of the spo-party taxed during the next twenty years in the North-West Territories. He had taken ten counties in Ontario, some of the richest, and some of the poorer, and he found that the average valuation was \$12.14. (Hear, hear:) These counties were :-Grey, Lanark, Middlesex, Perth, Prescott and Russell, Ren-frew, Suncoe, Stormont, Dundas and Glen-garry, Halton, and Welland. These counties ontained 6,740,000 acres, which were assess ed for \$31,945,000, or \$12.14. In these there were about 854 miles which could be exempt-ed from taxation, but he would assume that it was 1,000 miles, and taking 12 acres a mile there would be 12,000 acres, and adding { for sidings this would give 15,000 acres, which at \$12.14 would amount to \$182,100. He would take 100 stations, valued at \$15,000, and would value the workshops—though the city of Winnipeg had offered thirty acres of land and perpetual exemption from taxation to secure the workshops—(hear, hear)—and this would give \$432,100, and assessing at the rate of 14—although 2 cent of the dollar was the average assessment in Ontario—tha total would be \$6,481—applause—instead of \$600,-000 a year capitalized at fitteen 'millions ac-cording to the member for Huron (Mr. Cameron) \$21,000,000 according to the mem-ber for West Durham, and \$6,978,000 accord-ing to the Globe. His own statement had re-mained' unchallenged and uncontradicted. (Hear, hear.) He regretted the continual and systematic exaggeration indulged in by the burgeners of the Government of the other of the the continue to the Government of the other of the the second is a constrained the other of the other other of the other other of the other other other other other of the other o ed for \$81,945,000, or \$12.14. In these there ing to the Globe. His own statement had re-mained' unchallenged and uncontradicted. (Hear, hear.) He regretted the continual and systematic exaggeration indulged in by the opponents of the Government in this relation. Again the member for Huron (Mr. Cameron) had represented that the taxes of the Union Pacific amounted in 1879 to \$835,000, and the Government was charged with deliberately throwing away twenty-three millions. He had written to the secretary and treasurer of the company, and their letters exposed the mis-representation of hon. gentlemen opposite. The former, wrote that the taxes on land given in Poore's Manual represented the total of taxes Former, wrote that the taxes on land given in Poors's Manual represented the total of taxes from the beginning of the line, seventeen years ago-(hear; hear)-and Poore stated that the amount, \$835,023, was for the whole period of the grant, and that the taxes for the past year on land were \$108,000. The total rest year on land were \$108,000. The total aramptions for this road during the next twendy years would; taking the worst possible tiew of the subject; not exceed \$2,783,400, and the difference between this and the *Gibbe's* figures only amounted to \$13,917,000. (Langhter.) (Langhter.) Mr. PLUMB-That is nothing. Mr. RYKERT said he would double the tax receipts from the Union Pacific last year. 0106,000, and this would give \$216,000, and 0106,000 and this would give \$216,000 and this The receipts from the Enion Pacific last year, \$108,000, and this would give \$216,000, and multiplied by twenty, allowing one-third off for sales, the total would be \$2,880,000 ; or looking at it this way, a difference of \$13,-120,400 compared with another calculation. It was unfortunate that the incorrect and multiplied by twenty, allowing one-third off in sales in statements of hone gentlemen opposite abould go abroad with a view of se-suring a match variet. He had shown that a triling mistakeof thirteen millions had been made regarding the land, while with respect to the road-bed the error amounted to six mil-lions. (Hear, hear.) He had in a previous speech held that in ease the syndicate built an section and abandoned another the per-formance of the contract could be completed. This was in accordance with the rules of equity and law. The leader of the Chancery ment, but the case cited by the hon, gentle-man was some 25 years old, and during the past twenty years had only been cited in oourt once, and then to be censured by the four once, and then to be censured by the fuer of twenty-five years ago. ("Hear, hear," mad applause.) Having cited the cases in and quoted a case that was decided twenty-four or twenty-five years ago. ("Hear, hear," must be the reminded the leader of the Coppo-sition that in arguing all great constitu-tional the match and been a failure. Mr. Allement be head seen a failure. Mr. Burden a length y speech in oppo-miton these reminded the leader of the cop-position that in arguing all great constitu-tional the match and been a failure. Mr. Burden a case the twenty speech in oppo-miton to the reminded the leader of the cop-position these in arguing all great constitu-tional eventions of the contract. He well at some length on the great reduc-tions accomplished within the last few years

actual cost ind exceeded the estimates by 16 per cent, the total cost of a road of the character proposed at the time must be placed at about \$114,000,000 instead of \$34,000,000. According to Mr. Flem-ing's first estimate the main portion of the line would cost \$68,400,000, and his second estil mate, which hon, gentlemen opposite now treated as perfectly definite, conclusive, and unangwerable, though they last session secon-ed it is unworthy to be received by any prac-tical man-(hear, hear)-was \$48,000,000; and the hon, member, for Lambton's estimate was \$77,278,000. The average cost per mile was as follows --According to Mr. Fleming's first estimate, \$34,200 and second estimate \$24,250 for the whole 2,000 miles, and \$38,-639 according to the member for Lambton's statement. The werage cost faking the three estimates was \$25,547. But what he? been the cost of roads in the United States ? He had endeavoured to establish the costs of these roads. In the Dominion, the costs of these roads. In the Dominion, the costs of these roads. In the Dominion, the set of the sentime as \$1,500,000, and this road with equipments had cost about \$20,000 per mile. It was to be borne in mind that the syndicate would have to equip this line. After some unimportant speeches a division

Mr. WHITE (Renfrew) said he did not wish to enter into a lengthened argument at this stage of the delate. He would not have spoken had it not been that he desired to say a word or two about the offer of the new syn-dicate. It would be remembered that the leader of the Opposition and his friends seized with great avidity the genuine con-tract because their cries against the National Policy had been of no avail. Hear, hear, Du-ring the recess they appealed to the people at public meetings, in doing which they showed a great deal more faith in public opinion than they did a couple of years ago way had been constructed beyond Portage la Prairie ; also, how far the said line has been definitely located west of Portage la Prairie, together with the numbers of the townships ugh which the said line is intended t pass. Sir CHARLES TUPPER-I beg to say in answer to the question of the hon. gentleman that (1) the Track is laid 22 miles beyond Portage la Prairie. The line is definitely located beyond Portage la Prairie to the boundary of the Province of Manitoba, which is 34 miles west of Portage la Prairie; and location goes through township 12 of random showed a great deal more faith in public opinion than they did a couple of years ago when they indicated that, the opinions of the people were not worthy of notice, simply be-cause those opinions happened to be antago-nistic to their own. [Hear, hear.] After holding public meetings the Opposi-tion came back to the House crest-fallen, and as a next resort they took up the new syndicate and its proposed contract. To understand this contract one must read between the lines. The Opposition, before this new offer was made, was in favour of a patchwork system of railways and of a tion goes through township 12 of range 11 and 12 west. THE SYNDICATE DEBATE.

THE SYNDICATE DEBATE. On the order for resuming the adjourned debate on the motion of Sir Charles Tupper for the second reading of the resolution granting certain moneys and lands for the construction of the Canadian Pacific railway, Sir ALBERT SMITH addressed himself to an amendment introduced by him at the last sitting of the House. Before he spoke on this matter he desired, he said, to settle a personal question between himself, and the Finance Minister. The Finance Minister had throw out a challenge to him. He had a challenge for the Finance Minister. It was that the Finance Minister should resign his seat in St. John and run against him (Sig Albert Smith) in Westmoreland. If he (Sir Albert Smith) did not beat the Finance Minister by 500 both he and the Finance Minister should retire into private life. (Laughter.). He would give the Minister six weeks to consider the matter. The hon. gentleman only repre-sented a small majority of the people of St. must read between the lines. The Opposition, before this new offer was made, was in favour of a patchwork system of railways and of a series of lines carrying the trade of Canada into the North-West. This very fact, and . the similarity of the new offer to the views of the Opposition, left it open to suspicion. (Hear, hear.) He would not discredit the men who made the offer, but he would point out that as business men they must hear I heat, heat, he would not discredit the men who made the offer, but he would point out that, as business men, they must have known that the Government, having entered into a contract, could not retire from it with-out retiring from office also. In case of the retiring of the Government, of course, the other side would come to office and then the new syndicate would be left at liberty to con-struct the patchwork system, leaving the dif-ficult parts of the work out. He believed an all-rail route across the country was a com-mercial, as well as a political, necessity. The Minister of Railways recognised this, and whenever that gentleman did speak of the Sault branch he did not speak of it as an al-tegnative proposition. (Hear, hear.) Mrc RYMAL predicted that this question, as it had caused the fall of one strong Gov-ernment, would be fatal to the present Ad-ministration. He regretted that Sir Hugh Allan had been unable, to raise money in England, and proceed with the work, as he believed that that was the best offer for the completion of this undertaking which had ever been made to the Government. (Hear, hear.) the matter. The hon, gentleman only repre-sented a small majority of the people of St. John. Sir LEONARD TILLEY-I was elected by acclamation the last time, so I represent them all.

Sir ALBERT SMITH said if the hon. gen-tlemail was so popular it would be all the easier for the Government to run a sup-porter in for St. John in his place. He pro-ceeded to state that if the Government would withdraw the contract and put the work up to public tender, the Opposition would in the meantime guarantee not to take office. (Laughter.) He believed a better offer could easily be got. He objected to the contract because it did not give Canadians a chance to eniov whatever profits were to be derived

enjoy whatever profits were to be derived from the undertaking. What guarantee was there that the leading men of the present corporation would be in it six months after ever been made to the Government. (Hear. Mr. TASSE said he had always been a firm believer in the building of the Canada Pacific railway. He pointed out the contradiction bethe constract was granted ? He objected to the constract, moreover, on the ground that the branch lines, even if constructed 200 years hence, would be free from taxation. Sir JOHN MACDONALD-No. tween the leader of the Opposition's statement that the three millions of additional taxation had not been imposed by the late Government to promote the construction of this road, while in the State paper sent to the Imperial Government, the Mackenzie Government solemaly affirmed that these three mil-

Sir ALBERT SMITH said that was the reading of the law, all the branch lines would be free from taxation. Sir JOHN MACDONALD said the hon.

gentleman was mistaken. A division on Sir Albert Smith's amend-ment was immediately called for. The vote stood-yeas 53, nays 113.

the line at two millions. (Hear, hear.) He entertained no fear of the members of the syndicate becoming the landlords of the North-Stood—yeas 33, nays 113.
YEAS—Messra. Anglin, Bain, Bechard, Blake, Borden, Bourassa, Brown, Burpee (St. John), Burpee (Sunbury), Cameron (Huron), Cartwright, Casey, Casgrain, Charlton, Cockburn (Muskoka), Dumont, Fiset, Fleming, Flynn, Geoffrion, Gillies, Gillmere, Glan, Gunn, Guthrie, Haddow, Holton, Huntington, Killam, King, LaRae, Laurier, Macdonell (Lanark), Macdonell (Inver-ness), Molsaac, Malouin, Mills, Oliver, Paterson (Brant), Pickard, Alinfret, Robertson (Shei-burno), Rogers, Ross (Middlesex), Rymal, Scriver, Smith, Thompson, Trow, Weldon, Wheler, Wiser, Yeo.-83. West, as it would in the highest degree be contrary to their interests to hold these lands. (Hear, hear, and applause.) Their settlement was absolutely necessary to the success of the project, and if these lands were worth as much as repre-sented the Government would share in the enhancement in price to an equal extent. (Applause) The sconer the read use build

 Scriver, Smith. Thompson, Trow, Weldon, Wheler, Wisser, Yeo.-43.
 NAYS-Messrs. Arkell, Baker, Barnard, Beaty, Beauchesne, Benoit, Bergeron, Bergin, Bill, Boldue, Boutbee, Bourbeau, Bowell, Bmoks, Bunting, Burnham, Cameron (Victoria), Carling, Caron, Cimoñ, Colby, Connell, Costigar, Coughlin, Coursol, Currier, Dawson, DeCesno, Desaulniers, Desjardines, Domville, Donil, Drew, Dugas, Farrow, Ferguson, Fortin, Fulton, Girouard (Jacques Cartier), Grandbois, Harkett, Hay, Hesson, Hilliard, Hooper, Houde, Hurleau, Ives, Jackson, Jones, Kaulbach, Kilvert, Kirkpatrick, Kranz, Landry, Lander, Lander, Landler, Liptle, Macdonald (Kings), Maconald (Firson), McDonald (Pictou), McCallum, McCarety, McInnes, McKay, McLennan, McQuade, McRory, Massue, Merner, Methot, Mongenais, Mouseau, Muttart, Ogden, Ouimet, Patterson (Essex), Plat, Plumb, Pope (Comptol), Pope (Queen b), Robertson (Hamilton), Ross (Duudas), Kouleau, Ruthier, Royal, Kyan (Marquete), Eyrange, Tasse, Tellier, Tilley, Tupper, Valin, Vallee, Valace, Watlace (York), White (Cardwell), White (Respondence), Spannes, Markett, Stander, Landre, Market, Sponle, Strange, Tasse, Tellier, Tilley, Tupper, Valin, Vallee, Yan, Marqueta, Market, Stange, Tasse, Tellier, Tilley, Tupper, Valin, Vallee, Yana, Market, Stange, Tasse, Tellier, Tilley, Tupper, Valin, Vallee, Yana, Marketta, Marketta, Stange, Tasse, Mather, Stange, Tasse, Mather, Marketta, White (Reserver, Marketta), White (Barketta), White (Barketta) (Applause.) The sooner the road was built the better. (Cheers.) The result of the bye elections had been favourable to the Governelections had been favourable to the Govern-ment, and they certainly had no fear to meet the electorate and face the un-disciplined erowd which sat upon the op-posite benches. (Cheers.) A great deal had been said by the Opposition with respect to the slightly lessened majority of the Minis-terial candidate in Toronto West, and this was claimed by these hon, gentlemen as a moral victory. He only trusted that hon. gentlemen opposite would enjoy many such moral victories, as the supporters of the Government wanted none of them. (Laughter and applause.) Did these hon. gentlemen forget the majority of over 400 scored for the Government candi-date in Jolietts? Did they forget that a Con-servative now, sat for Argenteuil? (Cheers.) Mr. WELDON followed in opposition to the contract.

Mr. BECHARD moved in amendment-Mr. DOMVILLE said there were a great "That the resolutions be not read a second time, but that it be resolved that prior to and

three per cent, the rate which is now current at all the banks. Sir LEONARD TILLEY—The Govern-ment have not decided to reduce the rate of ment have not decided to reduce the rate of interest to three per cent. on deposits in the Post-office Savings Bank.

THE CONTRACT.

Post-office Saving's Bank. THE CONTRACT. The order of the day being called. Mr. MILLSmoved, seconded by Mr. Laurier, that the resolutions by not read a second time; but that it be resolved "That the contract for the construction of, the Canadian Pacific railway, while it gives to the company the absolute and perpetual right to build branch lines of railway from any point or points along their lines to any point ar points within the territories of the Dominion, and cedes to the company free of cost all Government lands required in connection with such branches, provides that for twenty years no other line of railway shall be authorized by the Domin-ion Parliament, or by any new province, to be constructed south of the Canada Pacific railway from any point at or near that rail-way, except such as shall run south-west, or to the vestward of south-west, or to within fifteen milies of the boundary between the United States and Canada, the same contract cedes to the company only the existing outlets to the south-west, namely, the Pendina branch, being the outlet to the southward, and the Thunder Bay line, being the outlet **gast-mather of the St. Paul and Manitoba** railway, the only private is provision for secur-ing the company against competition, and they are secured in their monopoly of the trade and traffic of the North-West for at least twenty years, and that the said contract is in this respect objectionable." The amendment was lost on the following division .--Yeas, 53 ; nava, 126.

Sir ALBERT SMITH said if the hor

The amendment was lost on the following division :--Yeas, 53; navs, 126.
 YEAS-Messrs Anglin, Bain, Bechard, Blake, Borden, Bourassa, Hywn, Burpee (St. John), Burpee (Sundury), Cameron (Huron), Cartwright, Casey, Casgrain, Charlton, Cockburn (Muskoka), Dumont, Fiset, Fleming, Flynn, Gillics, Gillmor, Genn, Gum, Guthrie, Haddow, Holton, Huntington, Killaka, King LaRue, Laurier, Macdonell (Lanark), MacBonnell (Inverges), Moleane, Malouin, Mills, Olivier, Paterson (Brant, Pickard, Hinfret, Robertson (Shelburne), Kogers, Middlese, Kymal, Scriver, Skinner, Smith, Sutherland, Thompson, Trow, Weldon, Wheier, Yeo.-33.
 NAYS.-Messrs, Allison, Arkell, Baker, Ban-Ferman, Barnard, Edst, Bourbeau, Bowell, Brecken, Brooks, Bunster, Bunting, Coursel, Daly, Daoust, Dawson, DeCamos, Dessulniers, Degiardins, Donville, Doul, Dugas, Elliott, Farrow, Ferguson, Fitzsimmons, Fortin, Fulton, Gigauit, Girouard (Jacones Cartier, Girouard (Kent), Angle, Berton, McDorald (Kings), McDonald (Victoria, N. S.), Maccinila, Macodaul, McGraevy, McInnes, Kuibach, Kilver, Kirkpatrok, McCourile, McCallum, Mocarte, Nachana, Machana, Mattart, Ogden, Orton, Oninet, Patterson Mittart, Ogden, Orton, Oninet, Patterson Mattart, Ogden, Orton, Onines, Barang, Tasse, Mattart, Schwar, Senon, Massue, Merner, Methal, Masue, Marquette, Ryan (Monter, Royal, Ryan (Marquette), Ryan (Monter, Ricker, Scher, Schules, Robert, Stange, Tasse, Wate, Wallace, Nortolk, Wallace, Yanke, Wallace, Market, Williams, Mattart, Schules, Marquette, Ryan (Monter, Ricker, Schules, Mattart, Ogden, Orton, Oninet, Patterson Mattart, Ogden, Orton, Conlas), Robert, Roy

Mr. BORDEN stated that the syndicate ander the contract was to have the choicest lands of the North-West, also all timber, building stone, minerals, coal, etc., found on such lands. This should not be the case. In fact extraordinary powers as regards sections of lands were given to the company. He moved—"That the resolutions be not now read a second time, but that it be resolved that as the contract respecting the Canadian Pacific railway provides that the company shall not be oblighted to resolve actions of Pacific railway provides that the company shall not be obliged to receive any sections of land consisting in any material degree of lands not fairly fit for settlement, and that lakes and water stretches shall not be com-puted in the acreage of the company's sections, and gives to the company the right to select in alternate blocks anywhere in the fertile belt or elsewhere the amount of the large deficiency in acreage 66 be found in alternate blocks within twenty four inflex of the main line, thus including coal, mineral, timber, and stone quarter, petroleum and salt-pro-ducing lands in their choice, and gives to the company, with the consent of the Govern-ment, the right to select in the North-West territory any tracts of land not taken up in

such pr second time, but that it be resolved that the contract respecting the Canada Pacific rail-way contains a clause granting to the com-pany twenty-five million acres of land selected in the North-West, but no clause compelling the sale of the lands to actual settlers, fixing the maximum price; that the absence of such a clause permits the company to refrain from disposing of their lands at will for a long period, and thus to retard the progress of the country and increase the troubles and dif-ficulties experienced by the first settlers, and that for these reasons the contract is objection-able." The amendment was lost on the following

The amendment was lost on the following division :--Yeas, 49 ; nays; 117. Mr, CHARL/TON said hon, gentlemen op-posite had argued last year that when they sold large districts of land to single individu-als, creating dukedoms in the North-West monopolies would be graventod, as the settlers would hold in their hands the power of taxa-tion. He moved in amendment, "That the monopolies would be prevented, as the settlers would hold in their hards the power of taxa-tion. He moved in amendment, "That the resolutions be not read a second time, but that it be resolved that the contract respecting the Canadian Pacific railway exempts perpetually the railway and all stations and station grounds, workshops and buildings, and yards, and other property, rolling stock and appurten-ances required for the construction and working thereof, and the capital stock of the company from taxation by the Dominion, by any province to be hereafter established, or by any municipal corporation therein : that the property of the corporation will be in substance a gift from the public, and its exemption from taxes is unjust and oreates an unfair incidence of taxation and gives un-due advantages to the company over other railway companies calculated to prevent the construction of competing lines i and that the contract is in this respect ebjectionable." Mr. ORTON said the debate had elicited some striking facts. It had brought from the member for South Wentworth (Mr. Rymal) an expression favourable to the Allan con-tract.

an expression favourable to⁴ the Allan con-tract, and a laudation of the Minister of tract, and a laudation of the Minister of Railways, whose character the Grit party organs had been traducing. The debate had also exhibited the ability, of the Opposition to act the part of obstructionists, in doing which they had even driven from among them a member of their own party, the hon, member for Napierville (Mr. Coupal). The amendment was lost on the following division :--Yeas, 52; nays, 124. Mr. ROSS (Middlesex) mentioned the conditions under which tolls could be levied by railway companies under the Act

The amendment was lost on the following division :-- Yeas, 47; nays, 116. Mr. KILLAM moved as an amendment to the effect that the admission of maternal free conditions under which tolls could be levied by railway companies under the Act of 1879. He remarked that at the rate of expense per mile of running Canadian rail-ways 2,000 odd miles, the expenses of the Canadian Pacific railway, 2,700 miles in length, the item would exceed six millions, while at the rate of the earnings per mile of the Canadian railways this line would earn of duty was objectionable. The amendment was lost on the following

thereto, and the rolling stock and other stock and movable plant used in the working thereof, and also the fire of engines, rents, charges, and interest on land not paid for, and all expenses incidental to the working of the railway and the traffic thereof, including stores and all consumable articles; also rates and taxes, insurance and compensation for accidents and losses, and also all salaries and waves of persons employed in connection with wages of persons employed in connection with the railway or its traffic, and all fees and the railway or its traffic, and all fees and management expenses, including directors' fees, agency, legal, and other like expenses; and thereafter a profit of at least 10 per cent. on the capital expended in the construction, of the railway, which includes public money and proceeds of public lands so expended, thus restraining Parliament from interfering unless the company receives at least eight millions in profit on private capital of mere nominal amount; and that Parliament ongit to have power to regulate the tolls of the railway from time to time as and when pub-lic interest requires, and that the contract is in this respect objectionable." The members were called in and the amend-ment was lost by the following vote :--Yeas, nent was lost by the following vote :-- Yeas,

such provision should be made, and that the contract is in this respect objectionshie." The amendment was defeated on the following division --Yeas 49 : hays, 121. Mr. CAMERON urged that freights were phaper the longer the distance over which they were carried. He moved "that the resolution be not now read a second time, but that it be resolved that the contract respecting the Canada Pacific railway does not, as it should, provide running powers for the Quebec. Montreal, Ottawa, and Occidental railroad, over the 63 miles from Lake Nipussing to Sturgeon River which form the just in a difference of the contract does not make satisfactory provision for securing trained and that the contract does not make satisfactory provision for securing trained. And that the contract does not make satisfactory provision for securing the form the form of the Canada Central railway, or the St. Lawrence and Ottawa, and Occidental railroad against preferential charges which the Canada Pacific to establish in favour of the Canada Central railway, or the St. Lawrence and Ottawa railroad, and the Canada Pacific to establish, in case the other railway, or othe south and east, nor against the preferential charges which it may be in the interest of the Canada Pacific to establish, in case the Canada Pacific to establish in case the other railway, or any other railway may make satisfactory provision for securing trained and for the Canada Pacific to establish, in the vent of the Canada Pacific to establish, in the vent of the Canada Pacific to establish, in the vent of the Canada Pacific to establish, in the vent of the Canada Central and other railway to the south and east of Ottawa, and the traine of the Canada Pacific to establish, in the vent of the Canada Pacific to establish, in the vent of the Canada Pacific to establish, in the vent of the authorized and the canada Pacific to establish in the vent of the canada Pacific to establish in the vent of the canada Pacific to establish in the vent of the canada Pacific to establish in the sider the two resolutions submitted to the ovision should be made, and that the House and the contract as a whole, because House and the contract as a whole, because the resolutions expressly declare it is en-pedient to grant and appropriate 25 million acres of land according to the terms of the said contract—(hear, hear)—and 25 million dollars according to the terms of the said contract. (Hear, hear.) 'And according to my mind the whole of the resolutions and the clauses of the contract go together, and I think that it was so understood by the Honse —(hear, hear.) hear, betweed for many weeks. -(hear, hear)-and discussed for many weeks. The hon.' member for Gloucester himself moved an amendment, and if only these two resolutions had been before the House it would not have been in the power of any

would not have been in the power of any-member to move an amendment to any article of the contract. (Hear, hear.) There-fore, I consider that the whole of the pro-ceedings connected with the resolutions and the contract were before the House in Com-mittee of the Whole, and were covared by the message. The rule concerning proceeding by resolutions is to prevent surprise. The House then divided on the motion for the second reading of the bill, which was car-

ried on the following division :- Yeas, 106 ; ried on the following division :--Yeas, 106 r nays, 46. YEAS--MCSSTS. Allison, Arkell, Bannerman, Barnard, Beaty, Beaucheane, Benoit, Bergeren, Bill, Bolduc, Boultbee, Bowell, Brooks, Bun-ster, Cameron (Victoria), Carling, Caron, Cimos, Colby, Connell, Costigan, Coughlin, Coupal, Coursol, Currier, Cuthbert, Daly, Daeust, Daw-son, Desaulniers, Doull, Drew, Dugas, Elliost, Farrow, Fitzsimmons, Fortin, Fulton, Gault, Gigault, Gironard (Kent), Grandbois, Hackstt, Hesson, Hooper, Jackson, Kilvert, Kirkpatrick, Kranz, Landry, Jace, Langevin, Longley, Mac-donald (King's), Macdonald (Sir John), Mo-Donald (Cape Breton), McDonaid (Pretou), Mo-Donald (Victoria, N.S.), Mecmillan, McCallum, McConville, McQuaig, McDougail, McInnes, Muttart, O'Connor, Ogden, Grono, Ouimet, Fat-terson (Essex), Pinsonseault, Platz, Humb, Pope (Compton), Pope (Guera's), Poupore, Richer-Robertson (Hamilton, Rochester, Rouses, Bryan (Marquetic), Ryan (Montreal), Sooti, Shaw, Sproule, Stephenson, Tellier, Tiliey, Tupper, Well, White (Hastings), White (Renfrew), Wil-liams, Wright, 106. NATS-Messrs, Anglin, Bain, Bechard, Blatz, Borden, Bourassa, Burpee (York), White (Card-Well, White (Hastings), White (Renfrew), Wil-liams, Kright, 106. NATS-Messrs, Anglin, Bain, Bechard, Blatz, Borden, Bourassa, Burpee (York), White (Langrow, Kal, Dumont, Fist, Fleming, Flynn, Geoffrion, Gillis S dillmor, Guthrie, Haddow, Killam, King, LaRue, Laurier, Macdonell (Lanark), Mio-Dongell (Invernes), Molsaac, Malouin, Milla, Olivier, Paterson (Brand, Pickard, Rinfret, Rob-ertson (Shelburne), Rogers, Roes (Middlesex) Rysnik, Scriver, Skriner, Smith, Sutherland, Thompson, Trow, Weldon, While, Sutherland, Thompson, Trow, Weldon, Wheler, Yeo.-46. nays, 46.

able." Mr. PLUMB said it seemed from what the hon. gentleman said the longer the distance the cheaper the rate of freight. Therefore, freight would take the longest rather than the shortest route, and the logical sequence was that there might be a route so long that freight might be carried over it for nothing. This argument reminded him of the story of the Luishman who boucht a new stove in The Irishman who bought a new stove in order to save half the fuel, and measoned that by buying two stoves he would burn no fuel at all. (Applause.) The amendment was lest on the following Sir CHARLES TUPPER moved the House

into committee on the bill forthwith. Mr. ANGLIN objected to the motion on the ground that the Government was pushing gislation in favour of a private company. The motion was carried, and the House re-

solved itself into committee. On the second clause of the bill. Sir. JOHN MACDONALD, in reply to Mr. Blake, said it was determined that the com-pany should be incorporated by charter in-stead of by special Act of Parliament, in

order to expedite matters. The clause passed with a verbal amendment. On the third clause, Mr. BLAKE desired to know when would

the twenty-five millions become due. It was plain that the amount would prove to be over plan that the amount would prove to be over twenty-five millions as it was payable in in-stalments. The interest was four per cent. and it was important that the company should get no more money than was really due. Sir LEONARD TILLEY replied that he could not imagine any difficulty as far as the security of the Government was concerned. The proceeds of the bonds were to be paid to the company. The Government did not de-

The amendment was lost on the following division :-- Yeas, 47 : nays, 112. Mr. KING moved an amendment declaring the company. The Government did not de-sire to pay 4 per cent. interest on over 25 millions, and therefore the balance would be factory. The amendment was lost on the following deposited with the company. The question had been discussed as to the propriety of the division :---Yeas, 46; nays, 112. Mr. MacDONNELL (Inverness) moved an amendment setting forth that the contract was objectionable, in that no provi-sion was made for giving other com-panies running reverse over the Bert Government entering into such an arrangement, because they might not be able to use ment, because they might not be able to use the money except at a loss. The Government had carefully considered the matter, and as the securities matured during the year, on which five and six per cent, was being paid, and as the amount would have to be expended (chargeable to capital) by the Minister of Railways for the construction of the road, and as the amount would have to be paid to sion was made for giving other com-panies running powers over the Pem-bins branch and Thunder Bay line, but on the contrary they were ceded to the com-pany unconditionally. The amendment was lost on the following division. Were 46 near 100 and as the amount would have to be paid to

and as the amount would have to be paid to the company as subsidies, these expenditures would have a very large portion of it. Four net cent, was a moderate and reasonable rate to pay, and therefore the Government was perfectly secure. (Hear, hear.) During the next year perhaps from 14 to 15 millions, or 16 millions, or

the located line the Government woul the syndicate to make. Sir CHARLES TUPPER said th

gentleman was surely not serious question. At all events he could s Government would not exceed the which the Government of which th member was a member took in rela to Act of 1874, which fixed the com ment of the Canadian Pacific railway east of the value and an Fache raiway east of Lake Nipissing. The late G ment located the line forty miles fro point, and in the present case that de would not be exceeded. would not be exceeded. In reply to Mr. Anglin Sir CHARLES TUPPER stated

the Governor-in-Council failed to the public interests they would be an to this House, and this was a fact would make the Government very an guard in every possible way the pu rests in order to meet the approval liament. This Act gave power to the ernor-in-Council to refuse to conany location except such location considered to be in the interests of the try. The Act conferred this power, a power would be exercised to the best power would be exercised to the ber judgment of the Government when came. (Applause.) It would not do the Government to a hard and fast this connection. During the past sea Government had made important an beneficial changes in the location of th

On section 20, respecting tolls and pent. limitation, In reply to Sir Richard Cartwright, Sir CHARLES TUPPER said-I or CHARLES TUPPER said—I h ready given notice of a bill emi he clause in the same sen had been stated by my righ hiend when the matter was under dis-and which I am satisfied hon, gentle posite will find will fully meet the ca-risely as has been explained; that is to will emply to the actual averaging will apply to the actual expenditure parties themselves of their own independent of the public aid given in money or work performed. (Applause On clause 25, providing for the pur

sther lines, Mr. WHITE (Renfrew) asked under this arrangement the running given to various railways over the Central to Lake Nipissing would be on h the event of the company purcha Canada Central Sir CHARLES TUPPER said all

gations falling upon the Canada would, in case of amalgamation, h

would, in case of amagamation, as carried out. The remaining clauses were passed. On the preamble, Mr. BLAKE suggested that r should be made in the bill compel company to lay before Parliament spe tails of all its receipts, expenditures, tails of all its receipts, expenditures regards capital and revenue, tariff

Sir CHARLES TUPPER said th tion could be fully considered in ame to the General Railway Act, and he objection to making a special clause a

this railway. Mr. BLAKE said that was very

tory. The bill was reported. The House adjourned at 12.40.

THE SENATE. OTTAWA,

CANADIAN-BUILT SHIPS IN I

In the Senate to-day, Mr. BOURINOT moved for con-ence or other information the Gov may have had respecting the sale of C built ships in France on the same fa terms as are enjoyed by vessels c construction. Also any information Government may be able to giv House relative to the admission products into this country on more f arms than at present.

The motion was agreed to. CABLE TELEGRAPHY.

the fate of smaller companies of

be swallowed up by the larger, but I give protection from monopoly fe

Mr. MILLER was afraid this one

and a certain amount of capital s and the actual subscription in the b

multiplicity of bills to incorporat and other corporations rendered remedy for the evil necessary. The bill was read a second time,

The Patent Law Amendment through committee. Sir ALEXANDER CAMPBE

duced an amendment granting r patentees who had applied for a their patents within ten days from

of expiry, proof of such application nished before the 1st of October ne

reading to-morrow. The Senate adjourned at 5 o'cle

The Speaker took the chair at 3

HOUSE OF COMMO

SYNDICATE PETITION

PRAYER FOR INDEMNT

OTTAWA

THE PATENT LAWS

Mr. SCOTT moved the second r European, American, and Canadi Co.'s bill. He said the capital of pany is £1,500,000 sterling, and the to lay two cables in a short time. F should pass this bill to obtain an inc

forth "that there was no proper provision respecting the construction or efficient operathe Canadian railways, this line would earn tion of the road, or that in case of default by the company it should become the property the Canadian railways, this line would earn over eight millions. He moved in amendment, "That the resolutions be not read a second time, but that be it resolved that the contract respecting the Canada Pacific railway provides that Parjiament shall not have power to interfere with the tolls charged by the company, unless the same produces, 1st, the working expanses of the whole line, meluding the British Columbia and Lake Superior sections, which working expenses comprise the expenses of the mainof the Government." The amendment was lost on the following division :-- Yeas, 48; nays, 113. Mr. LARUE said that hon. gentlemen op-posite had evidently not read the contract, and accused the members for Montreal with neglecting the interests of that city. He moved an amendment setting forth the these was no services of the setting city. He moved an amendment setting forth that there was no provision securing a Canadian interest in the company, and that the head offices should be located in Canada. expenses comprise the expenses of the main-tenance of the railway and of the station tenance of the railway and of the station buildings, workshops, and appurtenances be-longing thereto, and the rolling stock and other stock and movable plant used in the working thereof, and also the hire of en-gines, rents, charges, and interest on land not paid for, and all expenses incidental to the working of the railway and the traffic thereof, including stores and all consumable articles; also rates and taxes, insurance, and oom-pensation for accident and losses, and also all of the railway and of the station buildings, workshops, and appurtenances belonging thereto, and the rolling stock and other stock and movable plant used in the working that the standard of construction was unsa

division:-Yeas, 46; nays, 109. Mrs. CASEY, moyed an amendment ob-lecting to the contract because it contained no provision which would enable the Govern-ment to obtain possession of the road. The amendment was lost on the following division:--Yeas, 46; nays, 109.

well as some length on the great reduc-tions accomplished within the last few years in the cost of moving freight, and attributed in part to this cause, the triumph of trade over commercial descents.

not approve, and still a great many more of which he did approve. The arguments adduced by hon, gentlemen opposite in favour of dethroning the present Government were very subtle, but he could not agree to placing in office again the hon. gentlemen who were moved out in 1878, begentlemen who were moved out in 1878, be-cause of their failure to meet the wishes of the people. The charge made that some members of the House were interested in the syndicate was not worthy of notice, simply because it could not come from a gen-tleman. (Hear, hear.) Mr. McCARTHY pointed, out that two lines of policy lay before the House, one for building the road as a through line, and the other for constructing only the central por-tion of the railway. The original plan was to construct a through line, which plan was adepted by the late Government of the mem-ber for Lambton, who evidently had no in-tention of abandoning British Columbia. He (Mr. McCarthy) was in favour of the con-struction of the road from end to end, carry-

be subject to taxation ; that the Governor-in-Council should have unrestricted right from time to time to regulate the tolls to be taken and prescribe the accommodation to be given, and that Parliament should be free to charter such other railway as the public interest might require, and that the contract respecting the Canada Pacific Railway laid on the table involves violations of the above, and other narticulars of the of the above, and other particulars of the settled policy in reference to the Canada Pacific Railway, and should not be ratified until the people have had an opportunity, of struction of the road from end to end, carry-ing out the contract with British Columbia, and yet not increasing the burdens of the taxpayers. The scheme of the Government was one which had all expressing an opinion through the medium of a general election." He observed that they not know the opinion of the electors o this in view by reason of which he was in-clined to accept the contract. He read from the Dominion on this question. Members were at once called in and the the report of the Union Pacific Railway Com-

House divided as follows—Yeas 54, nays 122. Sir RICHARD CARTWRIGHT moved in pany showing that in 1872 the roadbed and pany showing that in 1872 the roadbed and equipment were in first-class condition, and proceeded to give figures regarding the cost of building the Canadian Pacific railway. As to the eastern section, Mr. Fleming's first amendment, seconded by Mr. Gunn, "That the resolutions be not read a second time, but that it be resolved that the contract respect-ing the Canada Pacific railway invol-As to the eastern section, Mr. Fleming's first estimate was twenty-six millions, and his second twenty millions, while the member for Lambton's estimate last year was \$32,500,-000. As to the centre section of 900 mHes, Mr. Fleming's first estimate was \$23,400,000, and his second \$11,700,000, while the member for Lambton's estimate last year was \$25,778,-000. The member for Lambton then remark-ed that experience as to estimates had shown how utterly impossible if was to obtain the probable cost of the work, and he (Mr. Mac-kenzie) was quite certain that these estimates ves a total expenditure by the coun-try in connection with that work of about sixty million dollars exclusive of interest, and the possession of twenty-five million acres of choice land, worth at the estimate of the Government last session at least \$79,500,-000; making a total consideration of about \$140,000,000, while the road itself is esti-mated by the Government to contract the mated by the Government to cost not more than \$84,000,000, and the consideration proposed to be given is excessive, and the con kenzie) was quite certain that these estimates were the merest guess work; also that as the actual cost had exceeded the estimates by 16 per cent, the total cost of a road of the ract is in this respect objectionable. The members were at once called in, and

the House divided, 53 voting for and 127 against the amendment. Mr. BURPEE (Sunbury) moved an amend-ment, seconded by Mr. Rogers, that the re-solutions be not read a second time, but that it be resolved that the amount it be resolved that the present construction of the Canada Pacific railway in British Colum-bia is premature and will involve the country in expense beyond its reasonable capacity and will necessitate the maintenance of too high a rate of taxation, while the postpone-ment of that part of the undertaking until after the completion of the prairie action will enable it to be constructed at much less cost and within reasonable time. The members were called in and the House

divided, 51 voting for and 127 against the amendment.

Mr. LAURIER moved an amendment in favour of the construction of the Sault Ste Marie branch, and stating that the construct tion of the Lake Superior section was, unde the circumstances, premature, and should not be now undertaken. He dwelt at great length on the great and speedy commercial advantages which would be conferred by the construction of the Sault Ste. Marie branch. Mr. OUIMEF said he believed that the puilding of this branch was not contrary for

OTTAWA, Jan. 27.

the policy of the Government—(hear, head)— and that it, would be in the interest of Quebec and the other provinces that this work should be accomplished as soon as pessible The members were then called in and the

House divided, 54 voting for and 128 against the amendment. The House adjourned at 10.55.

It was to be borne in mind that the syndicate would have to equip this line. After some unimportant speeches a division was called for at 5.10, and the vote on the amendment of Mr. Blake to the second read-ing of the railway resolutions stood as fol-lows :--Yeas, 53; nays, 140. (The division list was given in our last week's Postscript.) The announcement of the result of the vote was received with load cheers. The House adjourned at 5.45; a. m.

RATE OF INTEREST. OTTAWA, Jan. 26. CANADIAN PACIFIC RAILWAY. Sir RICHARD CARTWRIGHT enquired how far the line of the Canadian Pacific rail-

territory any tracts of land not taken up in order to supply the deficiency, and provides no proper means of deciding whether alter-nate sections of the main line, or branches, during the last lection it was the policy of all parties that arrangements for the construc-tion of the Canadian Pacific railway should be such as the resources of the country would permit without increasing the former rate of taxation; the work should be constructed by a company, and should be let only after ten-ders had been obtained therefor, and should shall be accepted by the company, said con-tract in these particulars is unjust and im-

The amendment was lost on the following division :--Yeas, 53 ; nays, 130. Mr. ANGLIN hid spoken afterwards with respect to his amendment, when he suddenly disappeared to the astonishment of the House, and a dull, dead sound 'reverberating through the spacious chamber indicated that about 300 pounds of Opposition had come down to hard pan. Amid eries of "Lost," and "Lost his seat," and laughter, the hon. gentleman came up smiling, assisted by Mesars. Burpee and Mills. The hon. gentleman then as gravelyas possible searched for his documents and resumed the interminable thread of his discourse. He moved, seconded by Mr. Burpee (St. John), "that the resolutions be not read a second time, but that it be resolved that the contract respecting the Canadian Pacific railway be subject to purchase by the Government at ten per cent. over cost after deducting the public expenditure, and that the property and stock and land grants of the company abould be subject to taxation; that the Governor-in-Council abould have merchanized in the

a second time, but that it be resolved that the contract respecting the Canadian Pacific railway provides for the distribution of the money and lands to be given to the company wholly arbitrarily and disproportionately, that land and money far in excess of the proportion of the cost is assigned to the prairie part, the easiest and most productive portion of the railway, which it is alleged will ope con-structed within three years, by which time the company will be entitled in cash and land to a surplus amount, according to a Govern-ment estimate of the value of the land of \$3.15 per acre, of over 34 millions, which \$3.15 per acre, of over 34 millions, which sum should have been reserved and applied towards the construction and working of the eastern and western ends, and that such contract in this respect is objectionable." The amendment was lost on the following

the exemption of the company's lands, and instanced the Canada Company's lands, and cation of his point he wished to make. He moved in amendment "that the resolutions be -not read a second time, but that it be resolved that the contract respecting the Canadian Pacific railway, which exempts 25 million acres of choice lands of the company from Dominion, provincial, and municipal taxa-tion until such hilds are either sold or commit for the part the set of the company from occupied for twenty years after the grant thereof from the Crows, that such exemption is unjust, and will impose an undue burden on the settlers on the alternate sections, who will be obliged to make improvements and

will be obliged to make improvements and incur expenses enhancing the value of the company's lands without receiving a fair share of the cost of such improvements and expenses; that such exemptions, by freeing the company from the burden or taxation, will reduce the inducements to the company to sell their lands early, and will enable the company, free of expense, to hold their lands until their value has been greatly enhanced by the labours of the adjoining settlers, and that said contract is in this respect objection-able." able." A division was called for, and Mr. Trow's

A division was called for, and Mr. Trow's amendment was lost by the following vote :---Xeas, 49; nays. 115. Mr. PATERSON moved in amendment that the resolutions be not read a second time, but that it be resolved,. "That the contract respecting the Canadian Pacific railway laid on the table does not insure finality as to the public obligations in that regard, but imposes on Canada, besides a grant of large sums of money and acres of land, the construction by the Government for the benefit of the syndi-cate of the most expensive parts of the railway. which are to be built by the Government during the next ten years, and that said con-tract is in this respect objectionable." The amendment was lost on the following division :-- Yeas, 49; nays, 121. Mr. RINFREIT said he was one of those who believed in the greast fugare of the North-West, and he was happy to say that this was one of the questions with regard to which the Liberal next was done such as the syndi-

Mr. McLENNAN, in the absence of Mr. Gault, enquired, is it the intention of the Government to reduce the rate of interest allowed in the Post-office Savings Bank to

ment was lost by the following vote :--Yeas, 51; nays, 124. Mr. SCRIVER moved "That the resolu-tions be not now read a second time, but that it be resolved that the contract respecting the Canadian Pacific railway permit the company to lay out a line of railway as they may see fit, subject to the approval of the Governor-in-Council, reserving only the following ter-minal points :---Callendar station to the point of junction with the Lake Superior section, and Selkirk to the junction with the western section by way of the Yellowhead Pass; that the latitude thus allowed will enable the com-pany to deflect the line through the prairie country in such a manner as largely to defeat the main object of establishing a great central road through the North-West, as is proposed by the route now adopted; that no substan-tial change should be made in the route with-out the senction of Parliament, and that the contract is in this respect objectionable." hilarity.

A vote was called for, and the amendment was lost :-- Yeas, 51 ; nays, 122. Mr. GUTHRIE rose to move the next

Mr. GUTHRIE rose to move the next mendment. By this contract a despotio power was to be created in this free State, and the door to liberty was to be effectually closed. (Laughter.) In view of this he moved "That the resolutions be not now read a second time, but that't beresolved that by the Consolidated Railway Act of 1879 it is provided that every by law fixing and regulating the tolls to be taken by a railway company shall be subject to revision by the Governot in-Council from time to time; that the exercise by the Governor in-Council of the power of reducing the tolls under the said Act is, by the contract respecting the Canada Pacific railway, limited to such an extent that the tolls when reduced shall not produce less than 10 per cent; per ainum profit on the capital expended on the railway, and that the net income from all sources shall not be less than 10 per cent; that the said contract thus limited the powers given the Governor-in-Council in the case of other rail-way companies, and gives to the company, whose need is to he contract the company.

Governor-in-Council in the case of other rail-way companies, and gives to the company, whose road is to be so largely built at the public expense, extraordinary privileges, and withdraws from the public the protection pro-yided them in the case of other railways which may be built solely out of private re-sources; that the Governor-in-Council should have, in the case of the Canadian Pacific Rail-way. Company the same unpertired newsway. Company, the same unrestricted power which is possessed in the case of such other railways in devising from time to time, as the oublic interest may require, any tariff of tolls; and that the contract is in this particular obectionable."

A division being called the amendment was lost on a vote of 52 to 123. Mr. CASCRAIN said he was going to sur-

The resolutions were read a second time on the following division :-- Yeas, 108 ; nays, 46. The resolutions being concurred in, Sir JOHN MACDONALD, in the absence

The House adjourned at 9 a.m. The members then heartily joined in sing-ing the National Anthem. The tedium of ing the National Anthem. The tedjum of the night aitting was agreeably interspersed with songs in French and English, cheers, cock-crowing, and other diversions, which were in pleasing contrast with the dreariness of the set speeches of members of the Oppo-sition, whose opponents conducted the pro-ceedings with the greatest good humour and hilarity.

OTTAWA, Jan. 28.

CRIMINAL PROCEDURE. Mr. McCARTHY introduced a bill to Mr. McCARTHY introduced a bill to amend the laws respecting procedure in aria-inal cases. The object of the bill was to enable a judge of Niaj Prius when a motion was made for a writ of certigrari at a trial to pronounce scatence at the trial, which could not be done as the law at present stands. All the judge could do was to record his verdict. In England the judge had anthority to do just what the present bill proposed. The bill was read a first time. THE INSOLVENT ACT

THE INSOLVENT ACT

Mr. McCUAIG introduced a bill to amend the Insolvent Act of 1875 and amendments thereto. The intention of the bill was to restore certain clauses of the Insolvent Act as civing the judge power to discharge where there was no fraud. Mr. BLAKE said the Insolvent Act was preseled because it must be provided because it must be provided because it must be provided because a basility in

repealed because it gave too great a laxity in the matter of discharging insolvents for not paying their debts. It was now proposed to restore the very clause in consequence of the existence of which the Act was repealed. The bill was read a first time. The House adjourned at 4.10.

-----OTTAWA, Jan. 31.

PORT CREDIT LIGHT.

Mr. ELLIOTT-Is it the intention of the Government to place a sum in the estimates for the purpose of building a lighthouse at Port Credity Mr. POPE (Queen's)-This matter had not been brought to the notice of the Government previous to the giving of notice that this question would be asked. If, upon investi-gating the matter, it is found that a light is sary at Port Credit, the Governme will take the subject into consideration.

CANADIAN PACIFIC RAILWAY. Sir CHARLES TUPPER moved the second

eading of the bill respecting the Canadian Pacific railway. laughter)—as it went entirely beyond and outside of the resolutions which proposed a dufinite grant of land and money. Sir JOHN MACDONALD said he would not for a moment say that the hon. gentleman raised the point for the purpose of causing jectionable." A division being called the amendment was lost on a vote of 52 to 123. Mr. CASCRAIN said he was going to sur-prise the House. (Hear, hear.) He was going to move an amendment which the Ministerialists could support. (Laughter and disturbance.) He did not want to be inter-rupted, as he was going to speak an hour. (Ejaculations of disgust.) He noticed that there was no machinery whereby dis-putes between the Government and the com-ment, "that the resolutions be not read a second time, but that it be resolved in amend-ment, "that the resolved in amend-ment, "that it be resolved that the econtract respecting the Canada Pacific rail-way makes no provision for establishing an executive commussion or machinery for rega-lating tolls and securing proper accommoda-tion to the public on the railway which is to be built practically at the public cost i theorem submitted to the House and the contract can a submitted to the House and the two resolutions submitted to the House and the two resolutions submitted to the House and the contract can a mathement which the base which are and the com-second time, but that it be resolved that the provision for establishing an execontive commission or machinery for rega-lating tolls and securing proper accommoda-tion to the public on the railway which is to be built practically at the public cost i theorem to the House and the contract can a whether we must consider the two resolutions submitted to the House and the contract can a mathement and the com-

will take care that the company will give a and surrender, and perhaps make a present of the hon, member for Bothwell, land covered

16 millions, must be paid in redemption of the Government securities, and it was pos-sible, if they had the money, that they might redeem other securities on which five and six per cent. were being paid, but which wo

not be due for a year or two. In reply to Mr. McCuaig, Sir LEONARD TILLEY stated that durthe way of all the others. It wo independent company only until it interest to be swallowed up in its ing next year perhaps \$15,000,000 would have to be borrowed to meet bonds falling due and expenditure on the railway, so that at all events that amount of the \$25,000,000 could had been unsophisticated enough the Direct Cable Company would d monopoly, but no sconer was it a bhan it united with the old monopo the rights and interests of the public Sir ALEXANDER CAMPBELI be used by the Government, Besides that, the money if deposited by the syndicate with the Government could be used in the redemy tion of 5 per cent, securities falling due bethat in all these bills it was desira that in all these bills it was desired dition to the clause making the cl feitable if not used within a limited require evidence of good faith befor it. There should be a list of sh

tween this and 1885. In reply to Sir Richard Cartwright, Sir CHARLES TUPPER said he was glad to hear the hon, gentleman state that the amount which the syndicate was to receive under this clause was from nineteen to twenty millions instead of twenty for all the subject of the syndicate was to receive millions instead of twenty-five millions-(hear, hear)-and the payments of interest were to be equivalent according to schuarial calculation to the corresponding cash pay

ments. aents. In answer to Mr. White (Reafrew), Sir LEONARD THLLEY stated that the

in answer to Mr. White (Renfrew), Sir LEONARD 'FILLEY stated that the 4 per cenf. went to pay the interest on cou-pons to bondholders. (Hear, hear.) On sub-section "E," Sir CHARLES TUPPER explained that under this clause, if the company availed itself of the option granted in the previous sub-section, the sum of \$2,000 per mile for the first \$00 miles of the central section should be deducted *pre rata* from the subsidy for these \$00 miles, and should be appropri-ated to decrease the mileage cash subsidy ap-propriated to the remainder of the central section. The reason why this provision was made was because if option was taken the company would realize on the land grant bonds, which they would not otherwise da. Mr. BLAKE said this was an evidence that the original grant was regarded by the Gev-ernment as excessive. On clause 10, relating to exemptions from

Mr. PATTERSON (Essex) presen signed petitions from the following The town of Windsor and tow Mersea, Gosfield, and Tilbury, pr the offer of Sir W. P. Howland and On clause 10, relating to exemptions from not entertained, and that the conta duties, Mr. BLAKE asked the Minister of Bailfirmed as speedily as possible.

ways how he made his estimate that the ex-emptions from duty would be worth about \$100,000.

Mr. PATTERSÓN (Essex) also petitions from the County Council the Municipal Council of Walden, Council of Amherstburg, and in ratepayers of Windsor, Sandwich, herstburg, praving that the ow Sir CHARLES TUPPER said he would our CHARLES IOFFER said he would give the hop. gentleman his calculation, "which was not under his hands at the present moment, to morrow. The estimate would be found to include all taxable articles. Of course he omitted bridging, as the late Gow-ernment proposed that the bridges should be of wood. He also omitted the duties on steel will the argumentions on which must constitue herstburg, praying that the ow Colchester light-ship be indemnifie sustained by them in the service minion. THE MARRIAGE QUEST rails, the exemptions on which must continue until there was a possibility of their being manufactured in this country.

Mr. PLUMB presented severa praying that the bill to perm marry his deceased wife's sister, o to marry her deceased husband's not allowed to become law. Petitions to the same effect wer by Messrs. Thompson and William SYNDICATE CONTRA

manufactured in this country. On section 11, Mr. BLAKE said the Premier had inti-mated that the land from Winnipeg to Jasper House was of such a character that it would all be fit for settlement. Sir JOHN MACDONALD-No. Mr. BLAKE-Well, fairly fit for settles ment, and I fancy that as the company has been very careful in making provision in its favour it will not accept any land net fairly fit for settlement. The order of the day being call Sir CHARLES TUPPER, secon JOHN MACDONALD, moved to favour it will not accept any land not fairly fit for settlement. Sir JOHN MACDONALD—There is no doubt, Mr. Chairman, that the Government agrees to give to the company 25 million acres of hand. They do not agree to give 25 million or any million acres of water. ("Hear, hear," and a laugh.) We will certainly give 25,000,000 acres of land fit for settlement. If these are drowned lands, then they are not fit for settlement, and of course we will not give them land that is not fit for sails. Unless they can sell the land, it is of course no portion of the agreement, that is all. In reply to Mr. Mills, Sir JOHN, MACDONALD observed a We will take care that the company will given

with water. (Laughter.) On clause 14, Mr. BLAKE asked what derivition f

respecting the Canadian Pacific read a third time. Mr. BUNSTER moved "Th be not now read a third time, be resolved that this House, wh with the general terms of the pr stract with a syndicate for the con the Canadian Pacific railway, is of the opinion that of the opinion that provision to been made for the building of the the Canadian Pacific railway ki and the canadian racine railway it Nanaimo and Esquimalt portion Vancouver Island, as stipulated terms agreed upon between th Government and Lord Carnary Secretary, as follows :--(1.) That Secretary, as follows :--(1.) That from Esquimalt to Nanaimo s menced as soon as possible an with all practicable despatch. \$2,000,000 a year and not hall be the minimum exp milway works within the prom the date at which are automitted to complete