

were not only allowed to land in Canada, but were, when stricken down by famine disease and death cared for by the people, at the sacrifice of their lives and health to the last.

At the beginning of Confederation it was found most convenient to adopt the franchises as they then existed in the respective provinces, as the basis of parliamentary representation. No attempt has since been made to evolve a common rule to govern the whole. While it may be difficult to agree upon a uniform basis for the Dominion, it must be obvious that those who are sent here as representatives of the united people should be elected upon the same, or as nearly the same basis as can be secured. The subject is one of importance, and worthy the serious consideration of the Legislature; it will, no doubt, be dealt with in a wise and liberal spirit.

It would appear from the judgments of the Lords of the Judicial Committee of the Privy Council, delivered last June in the case of *Russell vs. The Queen*, that the Legislature of the Dominion alone has jurisdiction over the unrestrained sale of intoxicants. No measure of more importance can occupy the attention of this honorable House: great deliberation, research and wisdom are required in dealing with this most subtle question. It is, as it seems to me, a sad reflection on the civilization and boasted progress of this nineteenth century, that legislatures authorise the manufacture and sale of spirits, and condemn as criminals those who partake of them.

I am glad to see that attention is specially given to the protection of the workingman and his family, and the regulation of factory labor, although it is scarcely possible that in a young country like this, with manufactures yet in their infancy, any such serious abuses can exist as have merited the attention and interference of philanthropists in crowded manufacturing centres. But no doubt such a measure is at once wise and prudent in advance, and before abuses have become so extensive and firmly fixed as to render dealing with them not an easy matter.

The Government has shown its attention to the public wants by foreshadowing its purpose to make such changes in the Militia, Civil Service and Public Land Laws, as experience in their working has

shown to be necessary, and among them it is especially worthy of notice that an attempt will be made to render the navigation of our great inland waters less hazardous to life and property, by requiring rigid inspection of vessels and due qualification of persons entrusted with their management. I am rejoiced to think that in this most laudable pursuit the Government may see its way to extend to our inland seas—the lakes of Canada—the marine code which has for a long time existed and been applied on the ocean, defining the qualification of master and mates of steamers and sailing vessels. Let us hope and trust that such an improvement will be made as to prevent in our inland waters a recurrence of the unfortunate and painful events of the last year.

The progress of the Canadian Pacific Railway is a subject of profound congratulation to the Government and the country. Without it our great heritage in the North-West would have long remained an unpeopled wilderness, valueless to the Provinces by whose money it was acquired and to the settler who needs means of disposing of his products which the railway only could furnish. The wise policy of the Government is necessary for the settler; alternate sections for free and pre-emption grants in the fertile belt will secure to him the full advantages of railway communication, and facilitate his reaching the remoter portions of the wheat and grazing districts. The Government was fortunate and unselfish in procuring men with adequate means to undertake the construction of that immense work, the Canada Pacific Railway. Already the Government are justified in the course they adopted, for not only have the Syndicate performed their obligation, but a great deal more. These enterprising men have pushed forward the work with surprising rapidity, and at a rate far exceeding that fixed by their contract. The Government and Syndicate may well smile at the latest criticism by a leading journal in Ontario upon the progress of the work. Why, hon. gentlemen, it is that the work is pushed forward too rapidly! The *Toronto Globe* of Saturday last in its commentary upon the speech from the Throne, says:—

“We are told that the progress of the Canadian Pacific is unprecedented; but we are not told