Sir Charles Tupper Upon the Building of the Railway.

MR. BLAKE'S OUIBBLES EXPOSED

Comparisons Shown to be Very Odious Indeed

AN ANTI-NATIONAL OPPOSITION. Rearty Endorsation of the Government Policy by Toronto.

MR. BYKERT AT ST. CATHABINES.

MANITOBA IN PAYOUR OF THE CONTRACT.

A Crowded Meeting in St. Lawrence Hall Triumphant Expose of Grit Assuments and Exposition of Government Views-Why the Canada Pacific Railway will be Duty Free.

Why the Canada Pacific Railway will be Duty Free.

The opportunity for a fair hearing, which the Hon. Mr. Blake persistently declined to allow Sir Charles Tupper upon the same platform as himself, was last Thursday night given to Sir Charles by the electors of Toronto in the St. Lawrence Hall. Long before eight o'clock every seat in the hall was filled, and new comers continued to stream in until the place, both floor and gallery, was densely packed, and nothing was to be seen except a sea of faces. A few upinutes after eight Sir Gharles Tupper entered and made his way with some difficulty through the dense trowd toward the. entered and made his way with some diffi-culty through the dense trowd toward the, platform, attended by several prominent citi-zens. As soon as he was recognised a whirl-wind of cheers swept up the hall, and suf-ficiently indicated the general sentiment. A little delay followed, due to the temporary absence of Mayor Beaty, who was to take the chair. Mr. Walter S. Lee finally mounted the platform and explained the cause of the delay. He remarked in continuation that it would be as well to go on with the business of the evening, and moved, therefore, that the Hon. Alex. Morris preside until the Mayor's The Hon. Mr. Morris came forward at the

The Hon. Mr. Morris came forward at the request of Mr. Lee and took the chair. Among those present, or on the platform, were Messrs. J. G. Worts, Wm. Ince, S. Vankoughnet, Hon. Wm. Patton, C. J. Campbell, Capt. Dick, C. W. Bunting, M.P., W. S. Lee, H. E. Clarke, W. R. Brock, W. Kersteman, Ed. Meek, J. J. Foy, W. B. Scarth, F. Wyld, Eugene O'Keefe, James Beaty, Robert Hay, M.P., Hon. J. C. Aikins, Wm. Beaty, Geo. Gooderham, Wm. Gooderham, jr., Ald. Close, Hon. Frank Smith. Hon. Mr. Monters with that it was with Hon. Mr. Moneis said that it was with pleasure that he accepted the call to preside even temporarily at so large a meeting, one which he was very glad to see. As their time was valuable, however, and there were great questions before them, he would simply call upon his old colleague and valuable friend, Sir Charles Tupper, to address them. Before sitting down he would mention a let

ter of regret at unavoidable absence which he had received from Mr. Platt, M.P. for East Toronto. He then called upon SIR CHARLES TUPPER. Sir Charles was received with hearty and Sir Charles was received with hearty and prolonged cheers, and for some moments was unable to make himself heard. Before the cheering ceased the Mayor entered and replaced Mr. Morris in the chair, his appearance being the signal for fresh applause.

Sir Charles Tupper again came forward and was received again with loud and long-continued cheering. He said Mayor, I delies and Centlement. It gives me grant pleasure to have it in my power to respond to the invitation to attend a meeting in this half-to-night for the purpose of explaining the views the Government entertain in reference to the great question that is now sub mitted for the consideration of Parliament mitted for the consideration of Parliament, namely, the contract for the construction of the Canadian Pacific railway. I may say at the outset that it is not my intention to detain you at any considerable length in reference to this great question itself. The desirability of securing the construction of the railway is not a question in controversy. All intelligent men of all parties, in Parliament and out of it, freely admit that there is no measure that could be brought forward so well calculated to promote the rapid progress and prosperity of Canada as the construction of the Canadian Pacific railway. (Cheera.) The mode in which it shall be constructed is also one upon which, I believe, all parties agree. At all events, we know this, that in Parliament and out of it, there has been an entire agreement for ten years on that question. It has At all events, we know this, that in Parliament and out of it, there has been an entire agreement for ten years on that question. It has again and again been recorded upon the journals of Parliament that the best mode of constructing the Canada Pacific was through the agency of a private company, aided by grants of lard and money. (A voice—No, and cries of "Yes.") It seems, Mr. Mayor, that there is one gentleman in Canada who does not know what has been transpiring. (Hear, hear.) Since this contract has been placed upon the table of Parliament, a number of gentlemen of high standing and ability in this country seem to have evinced great regret at the prospect of the work passing out of my hands, and into the hands of a company, and I ought to feel greatly complimented but, as I said before, Parliament determined this matter long ago, and it is only within a comparatively brief period that there has been any question as to the desirability of constructing this great work by a company. I may say that not only has Payliament decided that the best mode of constructing the Canada Pacific railway would be by means of a private company, aided by land and money, but Parliament has on more than one occasion placed at the disposal of the Government of the day the amount that it was willing should be thus expanded in order to secure that great work. In 1872 Parliament appropriated \$30,000,000 and 55,700,000 acres of land by a direct vote, and placed both at the service of the Government for the purpose of securing the construction of the railway. The Government, clothed with that authority, made a contract with a number of gentlemen, under the power given them by Parliament, issued a railway charter, and appropriated the amount of money and land at their disposal and—unfortunate-As all specifis, we know this, that in Parlisment and out of it, there has been an unit of graph we are committed again and again and again and again and again and again and again been secondardupto the journal of Parliaments that the bestmode of constructing and money. (A voice—No. and criss of 'Yes.—It seems, Mr. Mayor, that there is one gentleman in Canada who does, not know what has been transpring. (Heat, hear) to the light which the best of the property of the contract of high standing and ability in this country seem to have winced great regret at the proposed of the work pessing out of my hands, and into the hands of sompsany, and I weight to 'Berlismont, the seems of the country of the country

the contract we have last on the table. I may briefly state to you the ground upon which I think I was authorised in expecting the hearty approval of our measure. (Hear, hear.) Valuing the land at \$1 an acre, the amount that was placed at the disposal of Sir John Macdonald in 1872, with which to build the road, was \$84,700,000. We have laid on the table of the House a contract which provides for the construction of that whole work, from Lake Nipissing to Burrard Inlet, at a cost to the country of \$78,000,000. (Applause.)

Inlet, at a cost to the country of \$78,000,000.

(Applause.)

A VOICE—But what about the exemptions?

Sir Charles Tupper—They say that certain exemptions have been given which were not specially provided for in another contract. But assuming that to be the case, we have a balance of \$6,700,000 to show for it.

(Cheers.) I am glad to find that after a great deal of exertion in that direction we have at last brought a number of very sceptical gentlemen in reference to the value of the lands in the North-West to believe that they are worth not merely \$1, but \$1.50 ab care. Assuming that they are worth \$1.50 an acre, the contract of 1873 would have involved a cost of \$112,050,000; and the contract now before Parliament would have involved a cost of \$112,050.000; and the contract now before Parliament would result in a cost of \$90,900,090; showing a balance in favour of the present contract of \$21,550,000. (Loud applause.) There are gentlemen—and I am glad to know that such is the case—who have come to the conclusion that the lands are worth \$2 an acre. If you value the lands at \$2 the terms of the contract of \$132,300,010. the contractof 1873 would have been \$139,400,-000, and the cost under the present contract would be \$103,000,000, or a balance of \$36,would be \$103,000,000, or a balance of \$36,400,000 in favour of the present contract. (Cheers.) Take again Mr. Mackenzie's proposition under the Act of 1874. The amount, calculating the lands at \$1 an acre, which he proposed to give was \$104,877,500. The balance in favour of the contract now laid on the table compared with that proposed by Mr. Mackenzie is \$26,887,500. (Loud cheers.) Call the lands \$1.50 an acre, and the balance in favour of the present contract is \$32,357. Call the lands \$1.50 an acre, and the balance in favour of the present contract is \$32,357,500. (Cheers.) Call the lands \$2 an acre, and the balance in favour of the present contract as compared with Mr. Mackenzie's proposal is \$57,827,000. (Renewed applause.) You are quite aware that in 1878, when the Right Hon. Sir John Macdonald was again called upon to form a Government, he found it necessary to proposed with this great it necessary to proceed with this great work, not only because it is of im-portance to the prosperity of Canada, but because millions of money had been exbecause millions of money had been expended upon it in such a way as to be utterly worthless unless further expenditure should be made. Knowing all this, we reverted at once to our original policy—a policy under which, recognizing that the railway is necessary to the development of the great North-West, the lands of that fertile region are to be made to construct the road in order that the burden may not be placed upon the older provinces. (Cheers.) We came down to Parliament with that policy, and asked it to give us 100,000,000 acres of land for the purpose of accomplishing the undertaking. Now first let me glance at the account as it stands between the present contract and the probetween the present contract and the pro-posal of 1878, under which 100,000,000 acres were placed at the disposal of the Government for the construction of the road. If the 00,000,000 are worth \$1 an acre, the grant represents, of course, \$100,000,000. Under the present contract the road is to cost the country \$78,000,000, thus leaving a balance of \$22,000,000 in favour of the present arcountry \$78,000,000, thus leaving a balance of \$22,000,000 in favour of the present arrangement. (Cheers.) Then call it one dollar and a half an acro, and the balance in favour of the present arrangement is \$59,500,000.

At this point an individual made some interruptions, which were met with vigorous cries of "Put him out."

Sir CHARLES TUPPER—Don't put him out. He is only a rather too suirited supporter of

He is only a rather too spirited supporter of the other side. (Laughter and applause.) The Individual—I will not interrupt any the other side. (Laughter and applause.)

The Individual—I will not interrupt any more. (Great laughter.)

Sir Charles Tupper. Cell the land \$2 an acre, and the balancein favour of the presenter rangement is \$97,000,000, less than Parliament gave us two years ago to construct this work.

(Charles Tupper. Cell the land \$2 an altitude by which you will not have to pay a dollar. (Cheers.) If there is the slightest truth in Mr. Blake's statement, or the slightest foundation for his calculation. rangement is \$97,000,000, less than Parliament gave us two years ago to construct this work. (Cheers.) Now, sir, Mr. Blake, two or three evenings ago, in this hall—I believe the night before last—made his calculation that the land was worth, I think, between \$3 and \$4 an acre. All I have to say is this: the more you increase the value of the land the more you increase the value of the land the more you show the enormous advantage gained to the country by the present arrangement. (Cheers.) Just in proportion as you increase the value of the land, you paove to every person that this contract contains arrangements still more eminently in the interests of the country than any of these former propositions which have again and again received the hearty endorsement of Parliament. (Applause.) Now I think that you will agree with me that under these circumstances we had some right to expect that, instead of being met by a solid, serried phalanx—not very large it is true, but embracing a number of very able men—(hear, hear)—instead of being met by such an opposition, we had the right to ask from these gentlemen a hearty and enthusiastic support—(hear, hear)—and for this reason, that they, in common with ourselves, were committed

st desirable so secure the consequence at a work. I must express my surprise at aving received the cordial, enthusiastic, manimous approval of Parliament for outract we have laid on the table. I may

on the country notably for the purpose of constructing the Canada Pacific railway. But what more, sir? I have the Act that was introduced during the same session—after these three millions of taxes had been levied—in my hand, and what does it say? Why, sir, it recites the declaration that the existing rate of taxation was not to be increased, and it says:—"Whereas, by legislation of this present session, in order to provide means to meet the obligations of the Dominion, the rate of taxation has been raised much beyond that existing at the date of said resolution," and this resolution was that the road should not be proceeded with it it increased the rate of taxation. So, sir, these three millions of additional taxation were levied, and Mr. Blake stated that they were mainly levied, to construct this railway. (Applause.) And they put it in the statute book of the same session during which they levied these additional three millions, providing for the construction of the Canadian Pacific railway from end to end. I do not see, therefore, what Mr. Blake made by clinging to that plank. It reminds me of the story of a person who was relating what a providential escape he had from drowning. He said he was about to sink when he seized one end of a plank, but even then his datger was not over, because there came a man who seized the other end, and the plank would not hold them both. He said that providentially he had the presence of mind to punch the other man's head, who went down. (Laughter.) When I see Mr. Blake clinging to this plank, it seems to me he is encleavouring to use his presence of mind to punch his opponent in the head and sink him, while he himself holds on. (Laughter.) Mr. Blake took exception to this arrangement on the ground that it was going to add \$43,000,000 to the present indebtedness of the country. It is said that figures cannot lie, and that puts me in a dilemma, because there is a mistake somewhere, and there is a wide disparity between my figures and Mr. Blake's. I say the increased indebtedn

Company to keep their lands. As the road is to go on and be maintained, those lands must be settled in order to provide it with freight. (Cheers.) But then how much will the settlers have to spend on roads. In the former contract we gave the lands in alternate blocks of twenty square miles, Twenty miles was a large block to have between the settlers. Under Mr. Mackenzie's Act of 1874 he gave the lands in blocks of twenty miles, and under the Allan contract the Government had not the power to sell an acre of land in the alternate blocks at less than \$2.50 an acre. What is our position? There can be no monopoly, and no prevention of the settlement of the country, because we hold every alternate square mile. (Cheers.) Wherever the company have a square mile, (applause.) And if their square mile is worth \$4 an acre. Not only is that the case, but while under the arrangement of 1873 the land could not be sold by us at less than \$2.50 an acre, under the present arrangement we can if we choose give it all away, so there is no monopoly of the lands. But what more? Suppose you and I had each purchased from the Government one of those alternate square miles, and we found a square mile belonging to the Government between us, how wightfully we should suffer! Every person who has been in the North-West knows that the best kind of road there is the road across the unbroken sod, so that so long as the syndicate lands remain unsold you have not to spend a dollar to get the best road you can have in the North-West knows that the best kind of road there is the road across the unbroken sod, so that so long as the syndicate lands remain unsold you have not to spend a dollar to get the best road you can have in the North-West—and that is the unbroken prairie. (Applause.) And when the road gets broken a little, you take ground a little to the right on the syndicate land, and have another road for four or five years more. (Cheers.) What a frightful hardship it would be for us if we were located on separate square miles of Government out being obliged to locate on alternate sec-

and put it anywhere he likes, without to the Legislature for authority. They general law there under which they cross any district, put their map in the prifice, and build the road where they well, I do not think it is any very great the session on our part to say to the comwhich is to take the railway out of our his very many being branches to wherever. which is to take the railway out of our head a right to expect that the last pto criticise this part of the contract where the right way." I way hope they will wan good deal of right of way. (Cheers.) I we had a right to expect that the last pto criticise this part of the contract where the resent Opposition. What was been the present Opposition. I hold in my hand? I hold in my h bill in which is embodied the policy of late Government—the policy of Mr. Mr. Mackenzie, and Mr. Blake—regathe North-West lands. It was brought Mr. Mills, and it proposes that anybody me the North-West just what anybody do in Minnesota-build a railway any provided it does not come parallel forty miles of the Canadian Pacific rai What more does it provide? We don will remember, give these gentlemen a or an acre to assist them in building lines. But if this bill of Mr. Mills' come law we would have had to give acres of land per mile for the building ines—(cheers)—and 20,000 acres per railways built into the Peace river co and yet gentlemen who could propos policy as that now come forward your to prove that we have done in giving the company the rig build these lines, but without aid. (I think the more this question discussed the better the Oppowill find we are prepared to discuss it plause)—and the better it is understood greater difficulty will they have in progression of the company of the compa tility to the scheme. (Renewed c I am told that the syndicate is to he choice of lands. What an awful the give them the choice of lands. Mr. so far forgot himself in London—or was Mr. Charlton; perhaps it was Mr. ton; it was almost too big a blunder fi Blake to make—as to say that the co-which Mr. Mackenzie proposed had the lands along the railway from l to Burrard Inlet. Why, did not the award the Government of the does not own an acre of land for a the miles from Nipissing towards the other of the line? Mr. Mackenzie himself on the floor of Parliament that they down those lands, that he had applied to Government of Ontario for a grant, but the Government of Ontario had refused. lands given to the company would not have come from that part of the colying west of Lake Nipissing to the bour of Ontario. They would have had to from the North-West. (Hear, hear.) S these gentlemen will have to revise statement that the bulk of lands were not to come from North-West. But they say the counder Mr. Mackenzie's Act was to talled in the say the counder Mr. Mackenzie's Act was to talled.

tay anything about it. A railway b

lands just as they came, rocks, muskes all. If that was the case the provision not a very honest one. (Hear, hear.) to Mr. Mackenzie's credit, I am happy this Act provided nothing of the kin says that the land, instead of being roc muskegs and swamps, is to be of age quality." We say in our contra the land to be given to the company "fairly fit for settlement." What is derful difference there is between two expressions! I imagine an telligent country becoming excited the difference between tands "of a fair age quality" and lands "fairly fit for I am afraid I am responsible enormity of saying that the lands term comes in the contract. In 1878 down to Parliament and submitted a tion, which received its sanction, prothat a hundred million acres of land sho placed at the disposal of the Gover

It made provision as follows:—

"7. Resolved, That it is further ex tain, be appropriated for the purposes structing the Canadian Pacific railwa That the land be vested in commission be specially appointed, and that the I Government be represented on the C sion. (3) That all the ungranted land cific railway belonging to the Domir vested in such Commission; and that the lands along the line of the Canadia cific railway are not of fair average for settlement, a corresponding quant lands of fair quality shall be appropria other parts of the country, to the ext That is where, I think, that unhappy came from, and then it says:—
"That said Commissioners be authough to sell, from time to time, any portion of

land at a price to be fixed by the Gov in-Council, on their recommendation, rate of not less than \$2 per acre; an they may be required to invest the pr of such sales in Canadian Government ties, to be held exclusively for the pur defraying the cost of the construction Canadian Pacific railway.'
Now, sir, you will at once see when phrase was derived, and when we can make the contract, these gentlemen position to say: "Parliament ha average quality for settlement, and you have not had given you to constru Canadian Pacific railway." And now, we have given twenty-five million as the same land which was placed in our one same land which was placed in our for the purpose, for the hundred nacres were all to be of fair average quive have seventy five million acres left, it is worth \$1 an acre, it will in the same seventy five million acres left. more than all the money which we to expend, and this is only 53 millions. plause.) If the land is worth \$2 an a will then pay the whole expenditurnected with the Canadian Pacific railwileave Canada rich besides. (Applause. vet these gentlemen expect the country yet these gentlemen expect the country thrown into mourning because this blight has fallen on the country, of se the construction of the Canadian Pacifi way for less than one-half of the quan l voted two years ago to secure th object. (Cheers.) But, sir, they are the choice lands, are they? Read the again, and see whether Mr. Blake or Mr. body else is not insulting the intell of this country, and taking an unward this country, and taking an unward of the country and taking an unward of the country. liberty with the people of Canada, whe put forth the statement, which is not not to be found in the Act, but the reverse. (Cheers.) What is it? of saying that the syndicate are to he ice lands, it says this :- That the have the lands in the fertile belt or a option elsewhere. What does this That if they choose to go to the Peac district, they may go, and welcome. hear.) And inside the fertile belt, the not the choice of selection. We prothe first place, that they have, in the twenty-four miles wide on each side line, every alternate square mile in the next place, that wherever build a branch line of railway. will have similarly a belt of twer miles on each side of the line; but, a before, the greatest good fortune to tome to us would be that they shou these branches everywhere, because

these branches everywhere, because open up the country and give an en increased value to the lands. (Ap We want them to go into the section country where the lands are the very alternate square mile, and the enrich the collers of Canada and the collection and collections are collected to the collection of the collectio great, thriving, and prosperous cor in the North-West. (Cheers) The but twenty-five million acres. all, and they take that, not they choose, but in the belt twe miles wide, land of fair average questilement along the line, in alterna settlement along the line, in alter