

3. That we are well pleased that His Excellency is able to inform us that their efforts were so far successful that a contract has been entered into, subject to the approval of Parliament, with men of high financial standing in Europe, the United States and Canada, for the speedy construction and permanent working of this great national enterprise; that we thank His Excellency for informing us that the Contract and papers connected therewith, will be submitted to us without delay, and that they shall receive our early and earnest consideration.

4. That we are grateful to His Excellency for the information that he has summoned us before the usual period, in view of the fact that no action can be taken by the contractors to prosecute the work, and no permanent arrangement for the organization of a systematic emigration from Europe to the North West Territories, can be satisfactorily made until the policy of Parliament with respect to the railway has been decided.

5. That we are pleased to know that steady progress has been made in the construction of those portions of the railway now under contract, and that two additional sections have been recently opened for traffic, one from Winnipeg to Portage la Prairie, the other from Cross Lake to Keewatin; so that there are now in all 264 miles in operation.

6. That we are glad to learn that the measures adopted to promote economy in the working of the Intercolonial and Prince Edward Island Railways have resulted in a large reduction of the difference between revenue and expenditure; and that the steadily increasing traffic warrants the expectation that during the current year these railways will be self-sustaining.

7. That we are gratified to be informed by His Excellency that Her Majesty's Government has generously presented to Canada, for training school purpose, the steam corvette *Charybdis* lately returned from service in the Chinese Seas, and that the correspondence on this subject will be laid before us.

8. That we receive with much interest the intimation that His Excellency has thought it well, in consideration of the increasing duties thrown by the development of the country upon the Civil Service, and for the more efficient organization of such Service, and for the more efficient organization of such service, to issue a Royal Commission to examine and report on the whole question, and that His Excellency believes that the Report of the Commissioners will be ready to be laid before us at an early day; and that our earnest consideration shall be given to such Report and to the whole subject of Civil Service Reform.

9. That we shall give our best attention to the measure for the enlargement of the boundaries of the Province of Manitoba, which His Excellency is pleased to say, will be submitted to us.

10. That we share His Excellency's regret that the entire failure of the usual food supply of the Indians in the North-West, to which he called our attention last Session, has continued during the present season, and has involved the necessity of a large expenditure in order to save them from absolute starvation. That we are glad to learn that several of the Bands have, however, already applied themselves to the cultivation of their Reserves and the care of their cattle, and that no effort will be spared to induce the whole aboriginal population to betake themselves to agricultural pursuits.

11. That we thank His Excellency for the assurance that the Accounts of the last, and the Estimates for the ensuing year, will be laid before us; and that we trust that the Estimates will be found to have been prepared with due regard to economy and the efficiency of the Public Service.

12. That it will be satisfactory to us to find that the existing tariff has not only promoted the manufactures and other products of the country, but has so far increased the Revenues of the Dominion as to place it beyond doubt that the receipt of the current fiscal year will be in excess of the expenditures chargeable to Consolidated Revenue.

13. That we shall respectfully receive and consider such measures of importance as His Excellency may cause to be submitted to us, including any Bills for the winding up of Insolvent Banks and Incorporated Companies, for the amendment of the Railway Act of 1879, for the revision and consolidation of the Laws relating to Government Railways, and for the improvement, in several respects, of the Criminal Law.

14. That we are pleased to be informed that there are now good hopes of our being able to place the naturalization of German Settlers on a more satisfactory footing; and that any measure on the subject which may be submitted to us, with all the papers connected with the matter, shall receive our willing consideration.

15. That His Excellency may rest assured that our best attention will be given to the subjects he has mentioned, as well as to everything that affects the well-being and good government of the Dominion.

**Mr. VANASSE.** In rising to second the motion that an humble Address be presented to His Excellency in answer to the Speech from the Throne, I at once experience the necessity of begging this honorable House to vouchsafe all the patience and indulgence at its command to one of its youngest members. It is according to the usages and traditions of this House that the work of each session should be initiated by two of its members the most recently elected by popular suffrage, and it is this custom—whether it be good or bad it is not for me to say—that gives me the opportunity of addressing the House at this moment as seconder of the Address in answer to His Excellency's gracious speech. I

**Mr. BEATTY.**

am particularly happy, Mr. Speaker, that my youth, a fault with which I am so often reproached, but which I am mending a little every day, can for once at least redound to the honor of the fine county that I have the advantage of representing here; for it was in the name of the County of Yamaska that I was offered, and that I accepted, the honorable duty of seconding the motion that the honorable member has just placed in your hands. I am well aware, Mr. Speaker, that after the speech, as eloquent as it was practical, delivered by the honorable member for West Toronto, all that remains for me to do is to applaud his words, full of confidence in the wisdom of the policy set forth in the Speech from the Throne, and to share in the brilliant hopes that this policy inspires for the future of our country. Indeed, when the head of the Government, supported by official and sure data, comes and declares before the country, upon the authority and dignity of the Crown, that peace, prosperity and happiness reign in the Dominion confided to his care, every friend of his country should be able to find in his heart, enough energy, enough strength and enough patriotism to lay aside, at least for a moment, the unjust prejudices of party spirit, and receive these official statements with the most enthusiastic applause. It is from this wholly national point of view that I wish to judge of the importance of the statements contained in the Speech from the Throne. After having referred to the return of general prosperity in our country, His Excellency draws the attention of the House to the question of the building of the Pacific Railway. This question, Mr. Speaker, is not a new one. It has occupied public attention in England long before it became a part of Canadian politics. More than 30 years ago the Imperial Government even ordered surveys to be made in the North-West in order to ascertain if it were possible to unite the Atlantic and Pacific Oceans by means of a gigantic railway on British territory. This question has been before the Canadian public for more than 15 years. Since 1867, it has been, so to speak, the banner of all our federal elections, and to-day, no political demonstration takes place in any part of the country, from the shores of Prince Edward Island to those of Vancouver, without the importance of this great national enterprise being discussed from a political as well as a commercial stand point. In a word, both the political parties that now contend for the honor of conducting the affairs of the country, have admitted, on many and many occasions, the necessity of constructing this railway. In 1871 and 1872, the Government had a law passed favorable to the construction, by a private company, of a railway from the shores of Lake Nipissing to the sea-board in British Columbia. In 1873, the honorable member for Lambton, on accepting the duty and honor of conducting the business of the country, stated that:

"He had always thought a speedy means of communication across the continent necessary for the good of settlement and for the purpose of opening up districts where we have great riches undeveloped in the bosom of the earth. Without that communication their development cannot take place and immigration cannot be affected."

And the hon. member went on to say:

"It will be the duty of the Administration, in the first place, to secure a means of communication to our navigable waters from Lake Superior to Fort Garry and the Rocky Mountains, at the same time commencing at the Pacific Ocean and constructing communication by the western slope."

The Speech from the Throne in 1874 announced that a Bill would be brought down providing "for easy communication with British Columbia as rapidly as possible." On the opening of the Federal Session of 1875, the country was informed, in the Speech from the Throne, that the surveys for the location of the Pacific Railway were being vigorously pushed forward, and that the Government had concluded an arrangement with British Columbia. In 1876, the House was put in possession of all the documents, reports, correspondence, &c., &c., concerning the Pacific Railway. In 1877, the Speech from the Throne expressed regret that uncontrollable circumstances had