

Government on the scale they had settled, and which they called standard, and they paid \$5,100 a mile for this service. The hon. Minister, in reply to questions I put to him early this Session, gave me the details of that estimate. That, for the 100 miles, amounts to \$510,000. The total cost, therefore, of that 100 miles, if we take these prices and quantities, about which there can be no possible dispute, amounts to \$1,605,000. Now, what amount of money have the railway company received from the Government in actual cash towards assisting them to build this section of the road? They received, first, \$23,000 a mile, on 20 miles, which makes \$460,000; they received \$27,000 a mile on the other 80 miles, which makes \$2,160,000; making, in all, \$2,620,000 in cash, which the company received from the Government this last year to assist them to build a piece of road which cost \$1,600,000, or \$1,014,000 more in actual cash than that road cost them to build. This estimate is made from figures which any practical man can test and understand for himself. In addition to that, they received 9,000 acres of choice land per mile in the North-West in respect of this portion of the road, which, even at \$1 per acre—and I have heard rumors that it is recently estimated as worth \$1.50—would make \$900,000 more; so that they received from the Government on this 100 miles, nearly \$2,000,000 in money and land more than the road actually cost them to build. Now, this is a part of the section on which it is said the company are spending so much more than they had estimated. Perhaps the other end of this section about Lake Superior has cost a great deal more than this end; but we must remember that the company got a great deal more from the Government for it, if it did cost more. For a long distance they got \$80,000 or \$90,000 a mile from the Government for that expensive portion of the road; and if the estimates which we have not got for that part of the road show up in the same way as these, the company must have got in proportion a great deal more than the cost of the construction of that part of the road. At any rate, as far as we have the figures and details, they show that on one part of the road the company have been receiving, on every mile, just about what I estimate on the data before me in March last, that is to say, \$10,000 a mile more than it cost. These are figures it is impossible to controvert; so far as this part of the line is concerned, they are unanswerable, and, in the face of that, I think we should have a little more explanation from the Government, before we are asked to pass this Bill through its second reading.

Mr. WRIGHT. I do not intend to discuss this question at any length, as I think the subject has been exhausted. But I wish to consider for a moment some remarks which fell from the hon. member for Queen's, P. E. I. (Mr. Davies). In a speech characterised by singular force, power and eloquence, he pointed out the Protean shapes assumed by the Canadian Pacific Railway in applying to this House for additional subsidies. In the first place, it was assumed that, when the original contract was made, we were treating with the millionaires, plutocrats and merchant princes of the world; that the accumulated wealth of the old world would be applied to the advancement of the interests and development of the resources of the new; that the great social problems would receive solution, and the hoards wrung from the toil and the sweat of the starving millions of Europe would be repaid with interest on the western prairies, where plutocrat and proletarian, lion and lamb, would lie down together in that pleasant paradise. It was to be a millennial period, when all wrongs would be righted, and

" Bertram's might and Bertram's right,
Would meet on Ellaagowan's height."

The Baron Von Reinach, and the Count of Monte Cristo and their congeners would take an intelligent interest in the
Mr. EDGAR.

Dominion generally, and the Canadian Pacific Railway particularly, and afford us precise information as to the price of gold in Amsterdam. But all is vanity and vexation of spirit. The millionaires, merchant princes, and plutocrats disappeared like the baseless fabric of a dream; and the Baron Von Reinach, and the Count of Monte Cristo, retired to their chateaux in Spain, and their castles in Bohemia. It was the old, old story over again. Some one must do the work or face the responsibility. This duty, in the last resort, devolved upon the tax-payers of the Dominion, the toilers on the sea and the toilers on the land. After assuming many shapes, after playing the parts of Claude Duval, or Jack Sheppard, these commercial condottieri had at last assumed the garb of mourning and donned the weeds of the widow and the orphan. In doing this, they manifested their wisdom. Widows have played an important part in political and social matters. As a rule for general application, the advice of the late lamented Mr. Weller to his son Samuel, may be taken as correct—"beware of vidders." But there are exceptions to this general rule. Who does not remember the charming acquaintance of the hon. member for Cardwell, the widow Machree? Who does not remember the fascinating female who melted the iron heart of the hon. member for Northumberland, the widow Murphy? Who does not remember the important part played by that estimable female in the history of the country? Who does not remember the pleasant picture painted with such artistic skill and power by the hon. gentleman? The pleasant cottage in the very heart of the great forest of New Brunswick. One knew by the smoke that so gracefully curled that if there is peace to be found in this world the heart that is humble could look for it here. The Sabbath stillness of the scene, the lovely widow surrounded by her young orphans, drawing the lacteal fluid from the patient Brindle, and the warning wail of the banshee, the baying of the blood hounds, the neigh of the iron horse, ravening for his prey. In the evening, everything was peaceful and prosperous; in the morning, all was desolation and despair. In the darkness of night, the widow's cow had drifted to her doom; but there was balm in Gilead. The knightly member came to the rescue of his fair constituents. The widow obtained compensation, and the hon. member immortality. By this kindly and generous act, he won his brevet rank in the nobility of his country. But by the generosity of his acts he was declared noble by an earlier creation, by the imposition of a mightier hand. It is no wonder that all opposition melted away like a snow ball before the noon day sun:

" And now his name sounds stirring in many a forest lone,
Like the trumpet call of the Light Brigade when they charged the
Russians home.
And the bushmen pour to Bacchus libations many a score
When they think of Peter's triumph on their wild New Brunswick
shore.
And in the long nights of winter when the cold north wind blows,
When the boys are making the axe helves and the girls are
knitting hose,
When François mends his moccasins and Sophie warms her toes,
With shouting and with triumph still is the story told,
How well Sir Peter fought the fight in the brave days of old."

Well, widow Murphy has disappeared and the widow Stephen reigns in her stead. The pines of New Brunswick give place to the tall masts of the ships bearing treasure and tribute to the commercial capital of the Dominion. In the foreground the mighty St. Lawrence sweeps on its majestic way to the ocean; in the background Mount Royal looms up in all its splendor and beauty. As the chill and gray morning dawns, the widow Stephen leaves her humble habitation, her squalid cot and proceeds to Ottawa to milk her parliamentary cow. The orphans, Van Horne and Smith, smile pleasantly at the prospect of renewed refreshments. But a wail is borne upon the breeze, like the wolf's long howl on Onalaska's shore. It is the lament of the Opposition banshee; it is