

cerned, there is a depth of more than 150 miles of forests to fall back on—an advantage which is not to be found almost anywhere, the lumber of nearly every country which is adjacent to iron mines being exhausted. In this connection, Sir, I may be allowed to express the wish to see the duty on pig iron increased from \$2 a ton to \$3—the American duty is \$7—an increase which is demanded by those who are engaged in that valuable industry, and those who feel inclined to embark in it. This industry was fearfully neglected under the late Administration, like almost every other industry for their sole ambition appeared to buy in the cheapest market, as in the case of steel rails, for instance. But now that we have statesmen—instead of flies-on-the-wheel—at the helm of affairs, we may fairly expect to see that most important industry assume a development yet unknown in this country. We may fairly expect to see the day when the iron industry will do for Canada what it has done for Great Britain, and in later years for the United States, and become one of the mainstays of our industrial prosperity. In 1873, the neighbouring Republic imported iron to the value of \$7,477,556, its export reaching the sum of \$12,129,939; but four years later, in 1877, the iron industry had taken such a wonderful development that the import of that article was but \$1,632,815, the export being not less than \$16,659,675. Truly, Mr. Speaker, I have felt a very deep gratification when I read, lately, the following advertisement, signed by the hon. the Minister of Railways and Canals—one of the staunchest champions of the National Policy, and who seems so well determined to practise what he knows to preach so eloquently and so forcibly:—

CANADA PACIFIC RAILWAY.

Tenders for Rolling Stock.

Tenders are invited for furnishing the Rolling Stock required to be delivered on the Canadian Pacific Railway within the next four years, comprising the delivery in each year of about the following, viz :

Twenty Locomotive Engines; 16 First-class Cars, (a proportion being sleepers); 20 Second-class Cars (a proportion being sleepers); 3 Express and Baggage Cars; 3 Postal and Smoking Cars; 240 Box Freight Cars; 100 Flat Cars; 2 Wing Ploughs; 2 Snow Ploughs; 2 Flangers; 40 Hand-cars.

The whole to be manufactured in the Dominion of Canada, and delivered on the

Canadian Pacific Railway, at Fort William, or in the Province of Manitoba.

By order,

F. BRAUN, Secretary.

Dept. of Railways & Canals,)
Ottawa, 7th February, 1880. }

I do not hesitate to say, Sir, that the Government, that the hon. the Minister of Railways and Canals, deserve our warmest congratulations for having made such a patriotic move in the right direction. I trust it will produce the good results which are to be expected from this true and sensible application of the National Policy. Sir, the country is committed to a gigantic scheme, the building of 2,500 miles of the Canadian Pacific Railway; the country has already made, and is prepared to make, the greatest sacrifice to ensure the success of our national undertaking; the country will not accept the policy of repudiation, which will be offered to it, after having condemned a policy of negation; the country believes that this railway will consolidate our political union, and vastly assist to attract immigration and develop the boundless but still unemployed resources of the Dominion; but the country has every reason to expect that these great sacrifices will be incurred in such a way as to give our people—to those who shall bear the greatest share of the burden—the largest immediate returns possible. I have not the slightest hesitation to state that if we were going to continue to expend elsewhere a large portion of the enormous sums required for the construction and for the equipment of our trans-continental railway, I would, perhaps, hesitate before giving further assent to such an expenditure, which cannot but greatly increase the Public Debt of Canada. But let the Government persevere and, preserve energetically in their policy, and they will find this House and the country at their back, fully determined to assist them in their patriotic and statesmanlike course. In 1877, the Government of Victoria, one of the Australian colonies, advertised for tenders for the supply of 5,000 tons of iron water pipes, and, with the view of encouraging home enterprise, accepted the tender of a colonial factory at £17,000 more than they could have been imported for. Let us follow that policy which is

MR. TASSÉ.