

tion. I merely thought proper on this occasion to present these few facts which dispose effectually of the fallacies promulgated by the hon. member for West Toronto (Mr. Beatty). Before taking my seat I wish to say a word in relation to the great question on which Parliament has been called together, and which is the most important probably ever brought up before a deliberative body in this Dominion. I wish to say in the most dispassionate spirit that in my belief it is highly desirable that ample time should be taken for the consideration and the discussion of this question; and I wish to say to the First Minister, assuming as he naturally will the responsibility of this great measure, that his reputation for future generations will be inseparably connected with it. I wish to impress on him the great gravity of the position he occupies and to ask him to bear in mind the Apostolic injunction, "To do all things decently and in order," and my firm conviction that to hurry this important measure through, without giving ample time for deliberation, without allowing the people of this country time to express their opinions on this matter, without allowing time for public discussion, discussion in the press, and the influence that may be exerted by public sentiment being brought to bear on this House, he will not be held to have done these things decently and in order; and if possibly a mistake be made through over-hasty legislation, the hon. gentleman may regret he did not allow the time that was properly asked for ample discussion of this great question.

Mr. ANGLIN said that the hon. the First Minister had been kind enough to show his good-will by accepting his (Mr. Anglin's) suggestion, but he (Mr. Anglin) might be permitted to say that on reading over the Address he found so many improvements required, it would be necessary to reconstruct the whole of it. He thought, therefore, it would be better to allow it to pass on division.

On paragraph 10,

Mr. MILLS said that he did not feel how it could be defended; it required reconstruction. His Excellency was made to regret the entire failure of the food supply. There had not been an entire failure nor anything like it; there had, no doubt, been a partial failure.

Mr. ANGLIN said that was put there to encourage emigration to the North-West.

Mr. MACKENZIE. To avoid showing the bad features in the country.

Paragraphs 1 to 15 of the said proposed Address being severally read a second time, were agreed to on a division.

Sir JOHN A. MACDONALD moved:

"That the said Resolution be referred to a Select Committee, composed of Sir Leonard Tilley, Sir Charles Tupper, Mr. Langevin, and Messrs. Beatty and Vanasse to draft an Address pursuant thereto."

Motion agreed to.

Sir JOHN A. MACDONALD, from the Committee, reported the draft of an address, which was read the second time and agreed to. (To be presented by Privy Councillors.)

PACIFIC RAILWAY CONTRACT.

Sir JOHN A. MACDONALD delivered a Message from His Excellency the Governor-General.

Mr. SPEAKER read the Message, as follows:—

Lorne.

The Governor General transmits to the House of Commons, a contract entered into for the construction of the Canadian Pacific Railway, and accompanying schedule, and recommends the same for the favorable consideration of your Honorable House.

GOVERNMENT HOUSE,

OTTAWA, 10th December, 1880.

Mr. CHARLTON.

And the said Schedule is as follows:

THIS CONTRACT AND AGREEMENT MADE BETWEEN HER MAJESTY THE QUEEN, acting in respect of the Dominion of Canada, and herein represented and acting by the Honorable Sir Charles Tupper, K.C.M.G., Minister of Railways and Canals, and George Stephen and Duncan McIntyre, of Montreal, in Canada; John S. Kennedy, of New York, in the State of New York; Richard B. Angus and James J. Hill, of St. Paul, in the State of Minnesota; Morton, Rose & Co., of London, England, and Konh Reinach & Co., of Paris, France.

Witnesses: That the parties hereto have contracted and agreed with each other as follows, namely:—

1. For the better interpretation of this contract, it is hereby declared that the portion of Railway hereinafter called the Eastern section, shall comprise that part of the Canadian Pacific Railway to be constructed, extending from the Western terminus of the Canada Central Railway, near the East end of Lake Nipissing, known as Callander Station, to a point of junction with that portion of the said Canadian Pacific Railway now in course of construction extending from Lake Superior to Selkirk on the East side of Red River; which latter portion is hereinafter called the Lake Superior section. That the portion of said Railway, now partially in course of construction, extending from Selkirk to Kamloops, is hereinafter called the Central section; and the portion of said Railway now in course of construction, extending from Kamloops to Port Moody, is hereinafter called the Western section. And that the words "the Canadian Pacific Railway," are intended to mean the entire Railway, as described in the Act 37th Victoria, cap. 14. The individual parties hereto, are hereinafter described as the Company; and the Government of Canada is hereinafter called the Government.

2. The contractors immediately after the organization of the said Company, shall deposit with the Government \$1,000,000 in cash or approved securities, as a security for the construction of the Railway hereby contracted for. The Government shall pay to the Company interest on the cash deposited at the rate of four per cent. per annum, half-yearly; and shall pay over to the Company the interest received upon securities deposited, the whole until default in the performance of the conditions hereof, or until the repayment of the deposit, and shall return the deposit to the Company on the completion of the railway, according to the terms hereof, with any interest accrued thereon.

3. The Company shall lay out, construct and equip the said Eastern section, and the said Central section, of a uniform gauge of 4 feet 8½ inches, and in order to establish an approximate standard whereby the quality and the character of the Railway and of the materials used in the construction thereof, and of the equipment thereof may be regulated, the Union Pacific Railway of the United States as the same was when first constructed, is hereby selected and fixed as such standard. And if the Government and the Company should be unable to agree as to whether or not any work done or materials furnished under this contract are in fair conformity with such standard, or as to any other question of fact, excluding questions of law, the subject of disagreement shall be from time to time referred to the determination of three referees, one of whom shall be chosen by the Government, one by the Company, and one by the two referees so chosen, and such referees shall decide as to the party by whom the expense of such reference shall be defrayed. And if such two referees should be unable to agree upon a third referee, he shall be appointed at the instance of either party hereto, after notice to the other, by the Chief Justice of the Supreme Court of Canada. And the decision of such referees, or of the majority of them, shall be final.