

to say, however, against the bills themselves.

#### FREE POSTAL DELIVERY.

Hon. Mr. READ enquired whether the returns as to the localities where letters were delivered free, which he had asked for in the early part of the session, had been brought down.

Hon. Mr. LEPÉLIER DE ST. JUST said that the Post Office Department had not been able to prepare the returns in time, but he believed Halifax was the only place where this occurred.

Hon. Mr. DEVER considered it very unfair that this boon should be extended to Halifax and not to St. John.

The matter then dropped.

#### PARLIAMENTARY PRINTING.

On the motion of Hon. Mr. READ the eighth report of the Joint Committee on Printing was adopted.

#### INSPECTION OF STAPLE ARTICLES.

The House then went into Committee on the Inspection of Staples Law Amendment Bill, from the Commons, and reported the same amended on the third reading.

Hon. Mr. KAULBACK moved that the bill provide for the compulsory inspection of butter, lard, corn and flour. He argued that no exception should be made in the case of fish, which would be an injustice to a deserving class, who contribute largely to the revenue. Why not inspect other articles as well as fish?

Hon. Mr. SCOTT said these were optional, because inspection was an impossibility.

The amendment was lost, and the bill read a third time and passed.

#### BILLS PASSED.

The Port Wardens' Appointment Bill; the Windsor branches of Nova Scotia Railway Transfer Bill, and the Indian Laws Extension to Manitoba Bill were put through Committee of the Whole, reported with amendments, read a third time and passed.

#### THE PACIFIC RAILWAY.

The House then went into Committee of the Whole on the Pacific Railway Construction Bill.

Hon. Mr. KAULBACH said he would not take up much time, but he looked upon the question of constructing this railway as a matter of Imperial interest,

and one which he believed the resources of the country were quite equal to. He had no inclination for fettering the country beyond the power possessed by her for building the railway. The late Government had a definite scheme and a definite time in which to do the work. He had no doubt but they, in the course of time, would have built the road in the way most advantageous to the country; but in this Bill it was otherwise, for there was no definite amount named, nor any definite time fixed in which the work was to be completed. There was no doubt that the whole country was in favor of the line. No section of the people nor of the public press opposed it, and the country was obliged to build it if the pledged faith given to British Columbia was to be observed. As he had said, if the Government had been a little more definite as regards the cost of the work more reliance could have been placed on their intentions; but there was no statement as to what the cost would be. In the late scheme it was proposed to give a grant of \$30,000,000 in money, and 50,000,000 acres of land, but by the present plan nothing so definite was proposed. He held that before they went to work they should sit down and count the cost, but the Government not having done this, and not having come before Parliament with anything definite or that could be relied on as to the amount that it would cost, or when it would be finished, it appeared to him that the Government was not very desirous to complete the scheme. He thought they were rather governed by the public sentiment than by their own scheme, and in this he was the more convinced by some remarks he had heard. Objections had been made as to the difficulties that the Rocky Mountains would present, but there were natural openings through the mountains that could be used for the railway route. He did not think that there were any insuperable barriers until they got across the Frazer River, and therefore they should not look upon the building of the road as one of those undertakings that was hardly practicable. He was sure the late Government was in real earnest about the matter, and if it had not been for certain occurrences this railway would have been commenced long ago. If it had not been for McMullan's scheme and other hon. gentlemen's political schemes—(hear, hear, and laughter)—it would not have proved abortive. It was to be regretted that it had turned out as it did, and that the country was now in the position of not knowing what the railway would cost. They