

We are promised measures, very proper in their way, and which no doubt will be useful legislation when placed on our statute books. I notice we are also to have a consolidation of the laws relating to the Dominion Lands: this is, I think, in four years the third we are to have with reference to the Dominion Lands. It seems exceedingly difficult to get those North-West lands on the plane we should have them.

HON. SIR ALEX. CAMPBELL—It is a large subject.

HON. MR. SCOTT—The hon. gentleman says it is a large subject: the Dominion Lands Acts were consolidated before and largely amended last session.

Reference has been made to the Canadian Pacific Railway and the progress in construction that is going on. Well, it is not a matter of surprise with the singular facilities that the Government of the day have given to the Company which controls the Canadian Pacific Railway, and the large amount of money which is at their disposal, and with the Government building the expensive portions of the line for them—it is not to be wondered at that progress has been made. They get a very large subsidy. They are enabled to get a large portion of the value of the lands; they are enabled to discount \$25,000,000 on the lands. No doubt this is a small amount that the lands will be discounted for, in the next 25 years we will have this \$25,000,000 paid off and another \$25,000,000 issued. It does not require a very prophetic spirit to see in the future that those lands will be discounted from time to time as may suit the stockholders of the Company, and with the vast sum at their disposal it is not to be wondered at that they are enabled to push on the work so rapidly. They are not confined in their operations apparently to the North-West. We hear of them also in the older Provinces of Canada to the eastward. I notice that the Government propose that the western end of the road in British Columbia down to Port Moody shall be built now within four years. The Onderdonk contract of last year was limited to five years. We were told when the Pacific Railway Bill was under discussion, that the road in British Columbia would probably not be finished

for ten years. That was the limit given for its completion, and it was assumed that that was to be a very expensive part of the work—that when completed it was not to be remunerative, and one justification for the large subsidy was that the line was to be kept open where it would not pay. It seems rather singular if those representations were correct, that the road in British Columbia has to be finished in half the time. If it was to be a losing speculation, no doubt the time for its completion would be extended to the full term of ten years; but the people of Canada are to be called upon to pay for its completion in five years to suit somebody.

We are told that the Intercolonial Railway has paid expenses. We are all very much pleased, no doubt, to learn that fact. The tariff of the Intercolonial Railway has been a reasonable one: we have had no complaints at all as to its being oppressive. I should like to see a comparison between the tariff of the Intercolonial Railway and the tariff of the Canadian Pacific Railway. Some inquisitive person a few days ago, I am told, was comparing the freight rates of the two lines, and it is said (I do not vouch for it, because I do not know anything about it myself) that the Canadian Pacific Railway tariff was only about 400 per cent. larger than the tariff of the Intercolonial Railway. I should like to ask my friends from the Maritime Provinces if they would like to have this road transferred to a syndicate, and the tariff put up to such rates as would make them believe they had a white elephant in the country. If we could run the Intercolonial Railway profitably (a very much more expensive road to run than the Canadian Pacific Railway, and with less prospects of traffic than the Pacific Railway,) why could not we run the Canadian Pacific Railway? I do not think my friends from the Maritime Provinces would be disposed to see that road pass into the hands of any company.

We are told also that a monthly line of steamers between the Dominion and Brazil has commenced running. I believe a vessel has passed once or twice between the ports of the two countries. Whether it will be a success or not remains to be seen. I have no doubt that under a more moderate tariff it would; but I understand that the duty on the goods