

BEKKY JOURNAL.

W. & J. ANSLOW.

Newcastle, Dec. 2, 1873.

Newcastle, Oct. 8, 1877.

the future.

Excellent Bill of Fare, First-class Wines,

quors and Cigars, and superior

Blackhall's Livery Stable attacned.

NEWCASTLE, N. B.

February 24, 1880.

May 13th, 1873.

Our Country, with its United Interests.

1011

EDITORS & PROPRIETORS.

WHOLE NO. 689.

Board of Works

VOL. XIV.- NO. 13.

Newcastle, N. B., Wednesday, January 19, 1881.

WAVERLY HOTEL, Law and Collection Offices PETER LOGGIE, DR MCDONALD, Family Balsam membered air rose, from a superb A crowd of curious servants and The difference in favor of the present " How I need to love to " A crown of circuits structed imme-sympathizing guests gathered imme-diately around the prostrate form, and the noise attracted the attention of Mr. Fortescue, who, with Hetty, stood NEWCASTLE, MIRAMICHI, N. B and, within PHYSICIAN and SURGEON. Wood Moulding & Planing Familine. -OF-"Ah! the" Beautiful Blue Danube." ADAMS & LAWLOR. PROMPTLY RELIEVING THIS House has lately seen refurnished, and MILL. waltz to it." Barristers and Attorneys at She listened, breathlessly, till the last bars of music had died away. Then the promenading began again. Then the promenading began again. every possible arrangement made to ensur OFFICE AND RESIDENCE Pain and Inflammation, Near the Ferry Landing, last bars of music had died away. Then the promenading legan again. "If only papa would come this wav." she murmured. "He will never forgive me, I know; he will the adiens of their guests. "What? James won't let her be about that! He's liv d with me till he thus be's master. But this is insuf-would have to spend large sums in Law, Solicitors in Bankruptcy the comfort of travellers. Conveyancers, Notaries Public, &c. AT CHATHAM. LIVERY STABLES, WITH GOOD Real Estate, & Fire Insurance Agents. MESSRS. SUTHERLAND & Mackenzie's FOR EXTERNAL AND INTERNAL USE. OUTFIT, ON THE PREMISES. EVERY DESCRIPTION OF CLAIMS Collected in all parts of the CREAGHA.Y'S BUILDING, FOR its quick and sure healing properties it has no equal. For its relieving and alraying influentiation no medicine has ever beet compounded equal to it. It is perfectly safe to use at any and all times, and a quick and thorough cure from such complaints as ALEX. STEWART. FINISHING never, never speak to me again; but ferable. aiding settlers to go to the North-OFFICES: As he spoke, he moved toward the West, and that a ter they got there the Lates: Waverly House St John NEWCASTLE AND BATHURST. next to Mr. Jas. Davidson's, and directly ophall. Hetty, by some inscrutable in- Government would have to give them R. A. LAWLOR. ite Mr. Jos. Hays' store. for House or Ship Work, manufactured M. ADAMS. 3 -tinct, followed, putting her arm in the land free. but now Mr. Blake says Newcastle, March 26. 187 . april16-1yr July 18th, 1878. beside her, and a policeman's hand his. the land is worth at least \$3.18 per Venetian Blinds, Doors and Sashes, Pains in the Chest, Shoulders, Back this. Move on, move on." UNITED STATES HOTEL, The crowd parted to make way for acre. Now, it the 25,000 000 acres of Pine and Walnut Mouldings. R. MCLEARN, M. D. SAMUEL THOMSON. the host. Syndicate lands are worth \$3.18 per and side, Burns, and Scalds, Sprains, Strains, Bruises, Kheu-matic and Neuralgia Pains, Swelling of the Joints, Stiff Joints, stiff Neck, Contract-ad Muscles, Spinol Affac The moment Hetty saw that pale, acre, the remaining 75.000,000 acres wan face, she recognised her siste... out of the hundred million acres NEWCASTLE, - - - MIRAMICHI She shrank, as if polluted, and fled, Jig Sawing and Planing, a Specialty. Barrister and Attorney-at-Law, PHYSICIAN & SURGEON, frightened, from the big, burly police. NEW BRUNSWICK. Estimates and Specifications furnished "Oh, papa! oh, papa! it is Helen," Graduate of University Medical Colman. But she went no further than specially set apart are worth the same Solicitor in Bankruptey. she cried in a breathless whisper; and amount per acre. around the corner. There, hiding belege, New York. THIS HOTEL is very pleasantly situated, has recently been dited up in FIRST CLASS STYLE, is in close proximity to the L. C. Railway Station, and the wants of travel-lers will be attended to promptly. Loans Negotiated. Claims Promptly Col-Newcastle, July 12, 1×80. hind a tree, .he watched till he had burstin into tears, she flung herself Mr. Anglin-No. The Syndicate Orders attended to with despatch. ed Muscles, Spinal Affec-tions, White Swellings, disappeared on his beat, and then on her knees, by the conch. "Helen, dear Helen-don't you have the pick of the land. P. LOGGIE. steal hilv crept back to the window. Mr. Longley-That is not true. The Chafes, Calluses, Galls " Dear Hetty," she said, as a slenknow me?" she sobbed. "Oh! she is Syndicate are to have land of " fair Bunions, Chilblains, lected, and Professional Business in all its der, graceful girl approached the win- dead, she is dead," she cried, almost average quali y" in every alternate Meals prepared at any hour. Oysters Corns, Frost Bites, WILLIAM WYSE, dow, escorted by a cavalier, who bent in architek. n arkhiek. For a moment Mr. Fortescue seemed out the choicest lands as has been W. H. KNOWLES, branches, executed with accuracy and des-Poisoning by Dogwood.Ivy, Bites,Stings served up in every style down to listen to her in a way that patch GENERAL DEALER, MANUFACTURER AND WHOLESALE AND REat short notice. told a whole story of love and adoraabout to stoop and drag Hettie angrily falsely stated. (Cheers.) Now, ad-OFFICE-PUBLIC BUILDINGS AND TAIL DEALER IN Bites.Stings of Insects, Chapped Hands. Lips. Ringworms, Sait Rheum, Tetter, Pimples, Itch-ing. D.y Scaly Eruptions of the Skin.Old Sores, Scald Head. Out-ward Humors of any kina, Hemorrhoids, Piles, Numb-ness, Worms, Ague in the Face. Farache Hoarse. tion, "the glamour is on her too. - away from her sister. But something mitting Mr. Blake's estimate of the TRUNKS & VALISES, Auctioneer & Commission Merchant. JOHN FAY, PROPRIETOR. .132576537820 God grant that she may fare better in the pale, inanimate face reminded cost of the road to be \$132,000 000, Ladies' and Gents' Travelling Trunks NEWCASTLE, MIRAMICHI, N. B. him of his dead wife, as he had last valuating the land at \$3 18, our rethan I did !" SATCHELS, SH WL STRAPS, &C. July 17, 1878. CHATHAM, MIRAMICHI, N. B. Helen Fortescue, for that was the seen ber, just before the coffin lid was maining 75 000,000 acres will be worth Canvass Covers Made to Order. Repairing Neatly Executed. CANADA HOUSE, wayfarer's name, had been a high- shut on her for ever. He turned \$238.000 000, and by deducting his Merchandise and Produce received spirited perfect, impulsive girl, when ashen-pale, staggered, and would have cost of the road from that amount, we MASONIC BUILDING, GZEMAIN STREET, SAINT JUHN, N B. CHATHAM, NEW BRUNSWICK. JAMES P. MITCHELL, on Commission. at eighteen, she fell in love with a fallen, if the butler who had been shall have a balance left of \$106 000.plansible, handsome adventurer, who watching him auxiously, had not 000. But this is not all, for we have iberal Advances made on Consignments ATTORNEY-AT-LAW, Face, Earache, Hoarse-ness, Sore Throat, WM. JOHNSTON, - - Proprietor. called himself a c unt. and whom she caught him. a total estimate area of 250,000 000 GEORGE RAMAGE. NO CHARGE FOR STORAGE. "Air, air! For God's sake, gentle- acres of land, so that after allotting to clung to and believed in after she had CONSIDERABLE outlay has been made on this house to make it a first class Hotel, and tra- Notary Public, Conveyancer, &c. Coughs, Croup. heen told his real character. Had her Manufacturer and Dealer in all kinds men, give him air," cried that function- the syndicate, schools, and Hudson's AUCTION SALES, and all Business in con Bay Co. all their lands, we have 200,mother lived, it might have been diftion with the same, attended to promptly. LADIES' AND GENTLEMEN'S veilers will find it a desirable temporary re-The rush of the keen, frosty atmos- 000 000 acres which at even a dollar Ferent. But Mrs. Fortescue had been Familine, July 15, 1879. 16 idence both as regards location and comfort. OFFICE ADJOINING TELEGRAPH OFFICE, BOOTS AND SHOES UPPERS. dead for more than ten years, and here, from the hall door, as the spec- an acre, leaves us \$200.000 000. With It is situated within two minutes walk of poor Helen had grown un, without tators drew back at these words, par-that most invaluable of all things to a tially revived Mr. Fortescue. He and buy up most of the United States. It Relieves Pain. Good for Swollen HAYS' BUILDING. A GOOD SUPPLY OF steamboat landing. The proprietor returns PATENTS Limbs. Physicians Prescribe and hanks to the public for the encouragement **ENGLISH UPPERS** vonng girl, a mother's constant, sup- gasped for breath, looked blankly (Cheers) The total cash outlay of Use It. given him in the past, and will endeavor by NEWCASTLE, N. B. obtained for new inventions, or for improve ervi-ing care. round, put his hand to his head; then the Pacific Railway under this scheme

ALWAISON HAND.

Orders from all parts of the Province will

Orders from all parts of the Province will

Numerical and parted satisfaction guaranteed. Price ist turnished on application.

78 GERMAIN STREET, aug-1y

ST. JOHN, N. B.

FOSTER, JONES & CO.

Floor and Supports from All be a scale and support state of the Partent of the of courtesy and attention to merit the same i neuts in old ones Caveats. Trade Marks e recalled it all. would be only \$53.000 000 only a few Fir now her once loved father seem "Carry her in-take her to the old millions more than the intercoconial com," he said with a choking sob. February, 17, 1880. Good Stabling on the Premises Run for a doctor. Ah! Mr. Hunter," 2.700 miles of 10ad for a comparatively 14 17 s one of his guests, the most eminent -mall amount, and the country would JOHN R. MALTBY, practitioner in the city, rose from be forever rid of operating that road ROYAL HOTEL, Helen's side, where he had been feet at an annual loss according to Mr. ATTORNEY-AT-LAW, ng her pulse, " I forgot you were Blake of millions of dollars. Besides KING SOUARE. re. Only fainted you say? Thank this, we will be getting hundreds of NOTARY PUBLIC, Thank God! She that was thousands of settlers without costing HAVE much pleasure in informing my numerous friends and the public generost is found," unconsciously break us anything who will contribute mil CONVEYANCER, &c. &c. ally, that I have leased the Hotel formerl supwn as the "CONTINENTAL," an ng into the words of Scripture, the lions to the revenue. Why, if we had ears rolling down his cheeks, his to build the road ourselves, when we horoughly renovated the same, making it. as the "ROYAL" always had the reputation of being, one of the best Hotels in the Prooice shaking, "she that was dead is had it finished we should be glad to give it away to; some company who "Oh, papa !" cried Hetty, throwing would undertake to operate it. Fish, Esq., Commercial Wharf.

her arms around her father's neck. Cries of " no " from the Opposition. Mr. Longley reafficined the state-

bless you for those words. We shall be-so happy-so happy-now-'' ment, and was loadly cheered by the She broke down in hysteric sobs. Ministerial side. And supposing the utraci. Was r covered, in time, all her old heal h. what would be the result? The Govthough never her old vivacity. Life ernment would go out of power, and had been too hard for her for that.— if the Grits came in, they would un-But she became what was better, a dertake to run it at a loss of four or adm, earnest woman, whose ear was five millions annually. Would the ever open to the cry of distress. " Grits themselves not be glad to give it laughter who had made her father's away? They found they could not nome happier than it had ever been, at least since the death of his wife. Poor Hetty married, and left Helen nually. Did they not propose to give ole mistress. Helen had recognized away that road, and would they not her sister walking, up and down the have done so had not the present party room, as we have seen; and it was then that Hetty had exchanged the we we that were to bind her for life, on the country," and were now declaring hat never-to-be-forgotten New YEAR's that the Pacific Railway would "ruin the country." He showed that the Grits were now howling about adding torty millions to the public debt, while at the same time they them-Hominion Parliament. selves advocated a scheme which would add \$104,000 000 to the public debt. (Cheers.) He strongly de-nonnced the want of patriotism of the Capital Speech by a Nova Scotian. Grits. Every speech they delivered OTTAWA, JAN. 10. House met at 3. Messrs. Casey and North West lands. They tried to Cartwright presented five petitions "ruin the country" when they were in against the contract with an aggregate power and succeed d so well that in of 150 signatures. Several returns five years it looked as if we must accept annexation or bankruptcy (cheers), and he was not sure that On the order of the day being called they were not sorry they had not anothing Mr. Avard Longley, of Annapolis, on rising to resume the railway debate He believed that another term of Grit was received with cheers. He said power would accomplish that result, what hunger and sufferings, she fought her way, back to America, who can tell? Yet she did not return becance she hoped to be forgiven. No! she knew her father too well for that.— But at the end her health began to



mk. d. G. STEVENS-DER SIT: I have the introduction of the was intersity had your FAMILINE in constant use in my family for more than a year, and find it an invaluable remedy for the many complaints for which it is recommended, the chief of which, in my family of four small children, EVE: seems to be *croup*. Were it not for your Family Balsam. Is could hardly dare close my eves in sleep. It instantly relieves *tranp:* also is an excellent medicine for *Coughs* a d Nore Throat. Too much can-not be said in praise of it. I have recom-tion the said in praise of it. I have recomwith equally good results. hillock, where all that was left to her was laid; but subsistence was, from the first, difficult to be earned there, and finally became impossible; and then she set her face homeward, with were brought down and questions a sort of desperate feeling, saving, answered. Let me see them but once sgain, and then I will lie down and die.' By what lonely wanderings, through what hunger and sufferings, she fail, a racking cough set in, and the understanding that Province after dollars. desire grew on her to creep within Province was to be added until the sight of the old house, and lie down Dominion embraced the whole of and die. Sometimes, in her nights of British North America. That purpose fever, she thought that, nerhaps, she nad been steadily followed by Sir In reply to Sir Albert Smith, Sir might catch a glimpse of Heity, or her John Macdonald. He briefly traced Charles Tupper said the gross earnfather, afar off, they not seeing her. he history of the incorporation of the ings of the Pembina Branch Railway Or perhaps they might brush by her North West and British Columbia with trom Jan. 1st to Dec. 1st, 1880 were in the street, so that she could touch the older Provinces. As the Interco- \$230 045 36; working exp mar. \$171,their garments, unknown to them. This very day she had reached her union between old Canada and the native city, penniless, having spent Maritime Provinces, so building the her brain got dulled and stunned anv, or so little, for so long." mitted to Parliament, and declared that this was the best scheme yet sub gan to break up, and the first carriages to arrive, the footman found an insen-sible figure on the doorsteps, half ly. 000.000. The scheme of 1873 involved

the poor, hopeless girl was utterly

desolate; for as long as the child lived

as long as Helen had something to

love, she was not wholly miserable.

She had supported herself, during all

these sad months, partly by the sale

of her wardrobe, and partly by her

needle, but when the tiny coffin was

paid for, and the innocent baby laid in

OTTAWA, Jan. 11.

The Speaker took the chair at 8 p. m. lonial was one of the chief terms of 035 41; net earnings, \$59,009.95.

MR. HACKETT

her last dollar in railroad fare. She haw Pacific Railway was the chief term of resumed the debate. He began by had eaten nothing all day. She knew Union with the North West and the sketching briefly the previous schemes not where she was to sleep. She had Pacific Province. He stated that he for the construct on of the road, showcome, instinctively, to the old home; was a strong supporter of the Union ing by a comparison of cost that the but she did not dare to enter; all she with British Columbia and the scheme present contract afforded far superior could do was look in, hopelessly, as she was doing now. "How cold it grows." she said, as minion had been pledged to the con-the terms to those of any other scheme. Alluding to various provisions of the company, he exposed the incrusion her teeth began to chatter, for the wind blew keeper than ever. "I feel man he was as strongly in favor of so tired, too. Oh! if I only could see arrying out those terms as he would all of their past career or ideas on this man he was a strongly in favor of all of their past career or ideas on this man he was a strongly in favor of all of their past career or ideas on this man he was a strongly in favor of all of their past career or ideas on this man he was a strong to the or the be were he insisting on the construc-Gradnally she grew more and more drowsy; but she did not feel so chilly original terms of the first Confedera-tion of the Interstore the first Confedera-tore to the attempt which had been made to original terms of the first Confedera-tore attempt which had been made to original terms of the first Confederagiving aw 2y under her strangel, and usen urged against the contract; a abortive movement. He denied that great deal of misrepresentation had the people of the Island were opposed "I will rest awhile," shesaid final-been indulged in, but the objections in any special degree to the scheme, nad been fully answered, and the mis-is and special degree to the scheme, declared him elf entirely in favor of By-and by I shall feel stronger. No representations had been exposed, it, and announced his intention of wonder I am so tired, I have not slept the reviewed the various schemes sub- voting for its adoption. (Applause.) mitted to Parliament, and declared

MR. FLYNN



THE UNION ADVOCATE, WEDNESDAY, JANUARY 19, 1881.

ship (Burford), and having asked for discussion. He then entered ment to vindicate his own policy and discussion. He then entered ment to the No.th-West, fesses himself ignorant. In should not undertake to be the should a solution of the should not undertake to the should not under discussion. He then ontending that he had always taken speech of the Minister of Raii-mow before the House were better than those under which the contract might have been made in 1874. It did not matter whether the proposed contract was better or worse than any did not matter whether the proposed contract was better or worse than any previous one, the country did not had been left by Mr. Mackenzie, the had-been left by Mr. Mackenzie, the contractors would have been obliged to contractors would have been obliged to contract would admit. Although after 1874 he still adhered to his views on matters of public contractors would have been obliged to contract would admit. Although after the development of the country. Although after 1874 he still adhered to his views of the up such liberal things for friends of the still adhered to prevent the ratification of had-been left by Mr. Mackenzie, the contractors would have been obliged to contractors would admit. Although after the development of had already been done by his col-leagues. But he would vote and do all he coult to prevent the ratification of had-been left by Mr. Mackenzie, the contractors would have been obliged to contractors would admit. Although after the development of had already been done by his col-leagues. But he would vote and do all he coult to prevent the ratification of his own, he claimed that the country wild have been obliged with that work as fast as the state of had been which of the country wild admit. Although after the development of his own, he claimed that the country would admit. Although after the development of had been left by Mr. Mackenzie, the with that work as fast as the state of the country wild have been obliged with that work as fast as the state of his own are the the previous of the country wild of the country wild have been obliged with that work as fast as the state of had been which of the country wild have been obliged with that work as fast as the state of his personal dispute at an earlier hour, so here which of the country wild have been obliged with that work as fast as the state of the country wild have been obliged with that work as fast as the state of the country to spend \$30 000 000 of their own the country would admit. Although details of the contract. He was not at lic policy. money, besides all that was granted to them by the Government. Under the present scheme it was proposed to give the Syndicate \$1 500 000 more that I and the power of the terms of the I and the power of the terms of th than they would require to spend in that Union. Upon assuming office be Grits, that, on the whole, the present order to complete the work. At 6 o'clock the House took recess.

After recess, Mr. Patterson continued, and was followed by

MR. ROYAL, (Provencher) who spoke on the contract from a Manitoban point of. view. He showed that instead of di verting the North-West trade to Ch cago, as urged by the Grits under the present arrangement, it was the interest of Syndicate not only to carry for asking tenders" for the construcover the Canadian route, but also the produce of the fortile fiel's of Minne-sota and Dakota. The St. Paul and Mignegorities are of the country when he came in the state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of the country when he came is a state of Minneapolis Railway would and must become a feeder of the Canadian sketched the progress made during the der of the day. When the Railway minority of the Syndicate. How could a minority intere t absorb a majority interest? In referring to the building of the Saut branch he said that it that road was now built, Parliamen might just as well allow Manitoba vas not denounced by Conservatives and the North West to annex themselves to the United S ates at once anorth-western States been opened up? list terms to Parliament? And Parlia course would be followed here. He Oaly, first, by construction of roads, ment had previously decided that the rebuked in severe terms the rule adfreight at the lowest living rates. II was quantity that paid the road. It

imment to violate auy of the terms of that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that Union. Upon assuming office being presented, boasting of his suct that to make y active the present the value and misleading nature of the times the set possible bargain. The event with the new Syndicate have been used without authority. This cation of thet impossible bargain. Every Ministerial speaker had end a vorted to shelter himself behind '' Mackenzie's at of 1873. The Grit agitation had utterly '' the policy of the Government, and epilet to obtain 120 signatures in St. Mary's, which had a wonly able to obtain 120 signatures in St. Mary's, which had a wonly appendice that he will down as carried by acels. The presented by acels withing the court of the mane denies that he will down as the best possible bargain. The presented to be seen. (Great cheers.) and they wanted a Cabinet in the public were too intelligent to be carried in the wonly carried by acels. The Grit agitation had utterly is the collapsed, because the people thoroughly determent of the mane denies that he will down as the wonly carried by acels. The grit agitation had utterly is a set of 1874, "except of the statement made by the for the new Syndicate. The present of the mane denies that he will down as the statement of the mane denies that he will down as the statement of the mane denies that he will down as the statement of the mane denies that he will down as the best possible denies that he will down as the statement of the terms of the Hon. Joseph Royal, who boldly de if there was, Manitoba was willing adjourned. o shoulder that monopoly. He declar-

The resolution was carried by accla-

OTTAWA, Jan. 13. On the order of the day being call for asking tenders" for the construc-tion of the road, and that it was ed, Sir John A. Macdonald moved, Trank through American territory to be passed it should be passed as soon

that changing was necessary. (Hear, made in the debate. Grit speakers had failed to quote a Europe as far as making a bargain they were allowed in England. The Mackenzie's advantageous terms were instance of American roads was concerned was an uter failure. Right Hon. Mr. Gladstone had found at their disposal. He went on to refer charging excessive rates in the North-West States. How had the American sign a contract without first submitting obstruction, and if necessary to put his foot down on to the state of the country under the obstruction, and if necessary the same present Government as compared with the preceding one, showing that prosand secondly, by the carrying of cash subsidy was to be limited to opted by the leader of the Opposition, depression. He expressed the opincash subsidy was to be limited to \$30,000,000, but Ministers had under, whose affected indignation would not deceive any body. He claimed that paid better to carry a large amount of freight at low rates than a small amount at high rates. Therefore the Grit whining about "menopoly" was About midnight a boisterous scene

Casey's assertion that the Ministers

were afraid that another offer much

Grit whining about "menopoly" was all humbug. He further showed that west lands was a matter of moon shine to him (Mackenzie); he had never set a value on them, but had all humbug. He further showed that the construction of the road between Winnipeg and St. James Bay would open the shortest known route be tween the new world and the old, and that the Syndicate could not possibly. that the Syndicate could not possibly create the monopoly as asserted by the Grits. Not only so, but the St. it was. He condenned the whole of the whole of the whole of the senarchable thing that substituted for the water. He left the measure before the domain to the water the whole of the senarchable thing that the measure before the the measure before the the set over to the water try, yet he was trying to kill it. He the measure before the whole of these particular to spin the the whole of the senarchable thing that the the measure before the the whole of the senarchable thing that the the measure before the the whole of these particular the the measure before the the whole of these particular the whole of these particulars the senarchable thing that the the measure before the coun-try, yet he was trying to kill it. He the whole of these particulars the whole of these particulars the whole of the senarchable thing that the whole of the senarchable thing that the whole of the senarchable the proved (1) that the derive the whole of the senarchable the whole of the senarchable the sen Paul and Minnespolis road would divert n-arly the whole summer trade of the adjuning American States over the Canadian route, and in a commer-cial sense Canada was a most extraordinary one: the fully endorsed the land grants, the grants and the present one being pre-sented. s heme in toto. The Minister of raising imaginary points of order, pro-American connections they pleased. sented. Mr. Mills also objected to the amendment, charging the Government with privileges. He was prepared at any time to discuss the principle of con- cowardice in trying to preceed with

seeing which got angry first. Well, Mr. Mr. Trow talked about the agita- Blake got angry yesterday, but it was tion, and the petitions which were only feigned anger, and that was pretty

signatures in St. Mary's, which had a population of over three thousand.— [873. The Grit agitation had atterly collapsed, because the people thoroughly understood the whole question. Grit tended the contract on its merits, and mation, no division being called for by in South East Hope only 18 signatures members may feign ignorance, but the declared that it was no monopoly, and the Opposition leader, and the House were obtained. He ventured to assert people are not ignorant. The memories that Mr. Trow, with all his boasting. of some of these members are treacherhad not obtained five Conservative ous, but the people do not forget. He signatures in the whole County of took up Sir Albert Smith's speech, dis-Perth. He charged the Opposition sected that orator and statesman as only

Mr. Ryan alluded to the meeting of that organization only 69 attended the meeting referred to, and of these the trolled disposal of the Government to majority against the contract was small. He then referred to the meet-statute book of the country, and the ing of the Montteal Board of Trade, Government had exceeded the authority as treason to the interests of Canada. Some time ago it was stated that Fort Government was deceiving the House allow them to remain subject to an William was not to be the terminus inasmuch as he had given notice of a against the contract had to be with- he was a political weather-cock, and was Allow them to remain subject to an American tailway monopoly. He re-ferred at length to and heartily sup-ported the contract in ell is defined kailway, yet, according to the contract in ell is defined kailway, yet, according and misrepresentations about Manit-ban interests made by Grit papers and norators. He declared that under this in wews when he became convinced that changing was uccessary. (Hear, in sews when he became convinced that changing was uccessary. (Hear, in sews when he became convinced that changing was uccessary. (Hear, in wew wing hear hear). (Hear, in when he became convinced in the debate. and is news wing hear hear). (Hear, in wew wing hear hear). (Hear, in wew wing hear hear). (Hear, in when he became convinced in the debate.) and in the debate. These gentlemen were like Rip Van country, and yet, with that law still on ment, but carefully abstaining from recarrying a large part of the trade of hear.) A Minister would be com-Minnesota to Europe through Canada. The question of r-tes was not from the construction of the Pacific network of the pacific participation of r-tes was not from the construction of the Pacific network of the pacific participation of r-tes was not from the construction of the Pacific participation of r-tes was not from the construction of the pacific participation of r-tes was not from the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of research and stept in the construction of the pacific participation of the pacific pacific participati St. Paul to Chicago and New York, but from Brattleford to Montreal and the generation of the reports and new discoveries of engineers. The drawn. He repudiated the insinu-they had not taken the opportunity.— Halifax. (Cheers) It was insane to conditions of the present bargain tion that there was any intention of They appeared to have been sleeping 000.000 of extra taxation they had in anthors would anthor was ratified the names of its Halifax. (Cheers) It was insane to urge that the Syndicate would impose grinding rates of freight. That would defeat the object of its existence... Look at the low rates of freight now existing on American roads. The

any thing more monstrous or absurd? as they professed to be he did not ould hypocrisy go to any greater length? think they would be Down to September 1878 they advertised in every Grit paper (and paid \$10.000 for other Grit leaders have always declared it) for tenders to build the whole road, and yet they now say that the contract way road was beyond the resources of perity now exists where formerly was depression. He expressed the opin-being invited! Mr. Blake himself does not dare to say that the Government have exceeded the authority given them Grit regime? Why did they not come by Parliament in making the present forward during the negotiations between the Government and the Syndicate besay was, that under the vastly improved fore the contract was signed? The connistration of the present Govern- tract has been before the House and ment the lands of the North West had country for five weeks, and it is only at

Sir Charles Tupper claimed the floor. Mr. Desjardins rose. (Cries of 'order," "chair," and uproar.)

get ahead of the Syndicate in floating \$10,000,000 of their bonds in the London Sir Richard Car

at this moment for immigration pur-poses. The Grits had already accom-plished that much for the United States by their obstruction. What else they would secure for that foreign nation re-True, he had been authorized to offer True, he had been authorized to offer True, he had been authorized to offer the debate. Late papers s ate that some

of the country. The new Grit Syndicate thing, were said to be willing to build the prairie section and leave the difficult Sir Sir Albert Smith-Not true. Not true. sections to the future. The Government what Mr. Anglin siys of him in his paper, cred ting the statement made by the prairie section, the softest job of all. Allan contract. the Freeman asserted that but no Syndicate would ever get it alone from this Government. (Cheers. The Government had nailed their colors to (Smith) up to public obloquy and con-the announcement that the charges the mast-head, and their moto was a tempt, and spoke of nim as " a man who canadian Railway through Canadian bad sacrificed honor, character, and reterritory, every inch of it, and nothing putation," and as "a man who would investigated by Spencer F. Baird. less. (Great cheering.) He was not wade through vile filth to a Lieutenant and proved to be unfounded As opposed to the Sault line, but we must Governorship." That is what Mr. Anglin the United States has a direct in-said he had no objections to auv connec-the man whom he afterwards presented azes awarded were excessive, such tions with American roads that the com- for the Speaker of this House. (Sensa- an acknowledgment carries with it tions with American roads that the com-mercial interests of the country demand-ed bit we must not be dependent on them. Canada's policy is a purely Canadian through line, and on that policy the Gov-erument were prepared to stand or fall. (Prolonged cheering.) Instead of doing what they could to help carry out Can-

arguments. He believed the "new" Syndicate was genuine, and ought to be to Parliament in 1878. Anglin affirmed were true. that he had personal knowledge that Tiley had offered Smith a seat in the Cab-

Sir Leonard Tilley, rising with great

heers, sensation and uproar.) so free in giving ald report. The Union Advocate. Established 1867. NEWCASTLE, MIRAMICHI, N. B.

> WEDNESDAY, JAN. 19, 1881. EDITORIAL NOTES

for having held a meeting in his town He then went into a lengthy argu- action. He should not undertake to posed the factics pursued by the Grit had some objections to the Syndicate subject, and the necessity for its imterms than the arrangement made by the Gov't with the Syndicate whose

terms are now being di-cussed in Par-Mr. Mackenzie rose to a point of liament, to the extent of six millions Sir Charles Tupper claimed his right of dollars. If under the first arto reply to the personal attack made by a "bloated monopoly" was to be es-Sir Richard Cartwright admitted that tablished, by what name shall we

Recently the Scottish American Sir Charles Tupper-I will now read Journal published an article dis-(Smith) up to public obloquy and con- the announcement that the charges

and each claimed the floor. Amid the whom he was polivically opposed if stood to deny that he bought his way in-

Annual School Meetings.

Thursday last was the day appointed ndignation, declared there was not a vord of truth in what Anglin said. He Tilley) had offered Smith a governorship School Meetings, and in District No. 7. at never a Cabinet position. (Great Newcastle, as the hour for meeting drew Mr. Desjardins at this point, got the near numbers of the ratepayers were oor, and continued the debate .- H. Her- seen wending their way to the Temperance Hall, as in consequence of certain inwarrantable acts of the Trustees in October last much interest was excited as to the proceedings. These acts are still fresh in the minds of the ratepayers,

and there is no necessity for us to go over the same ground again, having gone into the matter pretty fully at that time. At 10.25, the Trustees being all present, Mr. E. P. Williston moved that Mr. W. C. Anslow take the chair, which motion was carried. The Secretary of OF THE PETITIONS presented to the Trustees, Mr. C. Marshall, acting as Sec-

House of Commons by the Grit agi- retary. After a short time spent in waittators, against the Synclicate bargain. ing for some necessary papers the busi-

Paul and Minneapolis road would He fully endorsed the land grants, and sa d he need not go into a lengthy All other companies were denied such argument on that clause, because in had been already so exhaustively dealt with by certain Grit speakers necting Canadian and American Railwho would have men think they knew ways. vastly more about Manitoba than

M nitobans themselves. He regarded giving the 25,000,000 acres to the Syn dicate as the early settlement of that

Syndicate land was coust to the im- livered and not at all to be compared trodaced. mediate sale of 25,000.000 acres of to any of his former speeches. He disposal of the rest of the Government land. Speaking as a Manitoban, as a marks were admittedly deficient in point which he had raised. He (Sir ings and wishes of her people, he contract, and towards the close of his (Cheers.) gave the contract as it stood his most remarks warmed up somewhat, and was heartily and enthusiastically sup- whole scheme, at the same time caus- was evidently not the latest. He

of ours. (Prolonged cheers.) Mr. Rogers, of Albert, N. B., next bridges.

The debate was continued by Messrs. (Hear, hear) Vallee and Larne, and at one o'c'o'k Bergeron, of Beauharnois, moved an and again that I was building 400

Member, and then apologizes.

THE RESOLUTION CARRIED BY ACCLAMATION.

OTTAWA, Jan. 12.

After the presentation of petitions sition was wrong on this question, amendment after amendment to every and other routine business, Mr. Ber. they would suffer at the hands of the proposition, and do everything possigeron continued the railway debate in people. If the Ministers are wrong, ble to retaid the passage of the mea-There was a full house, and more

interest manifested th n has been exhibited since the meeting. Hon. Mr. Mackenzie, in rising to

speak, was received with loud apmember for Monck, or the member pl use. He said it was a matter of for Provencher, who, he had under deep regret that he had been preventstood, had been "arranged with" since ed by indisposition from previously coming to Ottawa. (Loud cries of taking part in this debate,-the most order.") important since he had, been in Paulia-Mr Mackenzie-I don't know how he has been "arranged" with, but ment. He had never been afraid of his convictions, and would not now arrangements are possible that I know discussing the matter in the country. shirk the question. He complained

nothing of. A voice-You know how it is yourthat his speeches had been misquoted. That was something which he had self. Hon. Mr. Royal-I desire to know

never done to his political opponents. While the Opposition had discussed what the hon. gentleman means. the contract on its bearings, the Ministeria ists had carefully abstained from last night you strongly supported the his riding, the Bobcaygeon Indepen doing so. They had indulged in more contract, and previously you stated dent, in which it was frankly stated rhetoric than fact. They had thrown that you and your people were opposed that the people in response to the agi-

across the floor more dead cats than to it. He said the 1874 Act was ac logic. cepted by the then Opposition as the policy of the country, and that they myself or my constituents were op- to the charge of attempting to hasten had not even moved an amendment to it.

Mr. Plumb-Yes, there were amendments

Mr. Mackenzie-There were none. Mr. Plumb-I will show you the there are various influences that can a million and a half of dollars without be brought to bear on members. record.

Mr. Mackenzie-There may have been minor amendments of details, but none to the principle of that Mr. Boyal—The hon. gentle policy.

AFTER RECESS.

Mr. Mackenzie continued his Mr Anglin raised a point of order, area. Did the members realize what speech, which, owing to the poor con- reading from May to show that an

that meant? The set lement of the dition of his health, was poorly de- smendment could not properly be in-Sir John Macdonald said if the hon. Government land, and the speedy was attentively listened to as an old gentlemen had only read a little further

long resident of Manitoba, as one emphasis or spirit. He briefly criti-who thoroughly un lers: ood the feel-cized some of the provisions of the that he was perfectly in order. Mr. Anglin contessed that the edienthusiastic support. (Cheers.) It made a general denunciation of the tion of May which he had in his hand

Tricksters had at first produced a false they lasted, created no little excite. Mr. Plumb said member Mr. Plumb said members would not impression, and had thereby endea- ment. He would rather, he said, in- have far to seek to answer the hon wored to mislead the public of the Do-minion. But the provisions of the than admit materials duty free. He out of their own mouths with regard minion. But the provisions of the than admit materials duty free. He out of ther two indexes the syndicate to the alleged indecent haste. He then whether the Government would lay on the table of the House the tender of the would make by that clause to be from the Journals of the House the table of the House the tender of the perses connected therewith, but also to boild' the whole road out of the 100,000. was now thoroughly known, and it was fully supported. He had every gentleman kindly tell the Honse how Railway resolutions on May 8th, pass-was fully supported. He had every gentleman kindly tell the Honse how was fully supported. He had every gentleman kindly tell the Honse how was fully supported. He had every gentleman kindly tell the Honse how was fully supported. He had every gentleman kindly tell the Honse how was fully supported. He had every gentleman kindly tell the Honse how was fully supported. He had every gentleman kindly tell the Honse how was fully supported. He had every gentleman kindly tell the Honse how was fully supported. He had every gentleman kindly tell the Honse how confidence that this contract was the much duty was paid, or would have ed them in committee four days after, best thing possible for the North been paid, on the 400 miles of first and adopted them in the House on the zation of the dreams indulged in of were 400 miles of first class road built is mever witnessed in Canada. They the greatness and glory of this Canada by himself, in which not one pound of had put down the Opposition at that

iron was used. They were all wooden time, refusing to allow them time for spoke and was totally opposed to the Mr. Plumb-Yes. He had to bring them as a "baker's dozen" and a contract in principle and d-tail. discussion, and sneeringly referred to ing them their rights in the House. Mr. Mackenzie-I have stated again (Loud cheers.)

Mr. Coursol said he was not suradjournment. Mackenzie considers the Land Valua-miles of road as cheaply as possible, and I put in wooden bridges, although leader of the Opposition, as he under-report on the railway resolutions have tion "a matter of Moonshine. He l believed it would be ultimately stood the tactics of obstruction had precedence over all other business. stood the tactics of the Passed. nes, but I now understood that the party. He then read an extract from Syndicate are going to build wooden the Ottawa correspondent of L'Elec-

bridges instead of iron ones. He tieur, the Reform organ in Quebec, in then utterly repudiated the assertion which it was stated that the Opposithat the Act of 1874 was his (Mag tion had held a caucus, at which they kenzie's) production. It was the Act had come to the determination to fight of gentlemen opposite. If the Oppo- the contract luch by inch, to introduce

Mr. Bake rose excitedly and departy point of view, he should be glad to see every Ministerialists wote clared that that account was wholy ed? for the contract. He did not believe inaccurate. Mr Boultbee-Where did you get in the half-hearted support of the

vonr information? Mr Blake-I was there! (Shouts of laughter.) Mr. Charlton made a lengthy speech.

denonncing the alleged haste on the part of the Government, and declaring that more time should be given for He went on to talk about the agitation

meetings, asserting that they were great successes as expressions of pubopinion against the contract. Mr. Cameron, (Victoria), read an

Mr. Mackenzie-I understood that extract from a strong Beform paper in Mr. Royal-I never, either in this a cent," while outside of Outario there House or out of it, stated that either | was no demonstration at all. In reply

posed to it. The hos. gentleman the discussion he reminded the House hould know what he is talking about of the course pursued by the leader before he makes such statements. M1. Mackenzie-I did not reflect on Ontario, when he rushed bills through bon, gentleman's honor, but at the end of the session disposing of

andry taking the floor. When Mr. | ceived in accordance with the law made | are of the same stripe of politics.

thau the country ever dreamed of mak-ing, and Mr. Blake himself had made in, and the division resulted in 49 yeas and 132 nays, a Government majority of 82. Ten ministerialists were absent out the strongest possible case for the the stamp of fraud on its face? What free discussion has been suppressed of the public, but upon asking Mr. Ferguand seven Grit-, the latter including present contract by his estimate of the were the facts? The tender had been such indecent haste, and repeating Huntington, Macdonnell, Haddow. value of the lands. The other side dared given to Mr. Bake as soon if not before Every not discuss the contract on its merits, butabounded in misrepresentation. The valuable lands which the syndicate were better than the present one would be Gov't, and Mr Coupal, Grit also voted valuable lands which the syndicate were handed to either or at least to the Gov-Ministerialist present voted with the to get, according to Mr. Blake, worth ernment, and to-night the tender had ures in the same direction. The result was received with ringing \$3.18 per acre, were only in alternate been placed by one of its signers in the

blocks of a mile square in the fertile telegraph offices to be telegraphed all belt. They could only get eleven mil- over the country before it was laid lions of land along the line of railway; if they took the whole 25,000,000 in the that of itself prove it to be a political the impression that the lands grant, as to the various items of the recent wanted them to do, in order to open up had been awarded for the highest tend- been estimated that the line will and the transaction of other routine the country, as by doing that the Gov- erer to make a lower offer if per chance

Before the Government notices of mo-ion were called, Mr. Blake asked them, yet the Government had not only Dr. Orton follow crushing monopolies, hundreds of thousnds of immigrances were rushing into

what course would they pursue. Sir Charles Tupper said that he had had placed in his hands, since two o'- ed that if the road was built as a Gov-West and the whole Dominion gener-ally. He looked for the speedy reali-Thunder Bay to Red River? There button of the most disgraceful despot-button of the most disgraceful Pacific Railway. He had not yet had time to read it, and consequently did not Blake and other Grits with their nowtion grounds and buildings, rolling oorn'zeal in favor of the National Policy. know what its contents were; and it stock, etc., etc., from taxation forever. was, therefore, impossible to say what 2nd. Exemption of the lands from course the Government would pursue until they had time to consider it. Meantexation until sold. 3rd. The admission free of duty not ed because a few articles are to be ad-'corporal's guard," and utterly deny- while the business before the House mitted duty free. nly of steel rails, fish plates and iron would proceed in its usual way. bridging, but of every thing required in

(Cheers.) the construction and equipment of the Sir John Macdorald moved that from read. 4th. A "complete monopoly." 5th. The privilege of running the oad forever at an annual loss of millions of dollars.

On the motion for the second reading 6th. Spending millions of dollars for of the railway resolutions, Mr. Thomas immigration purposes. 7th. Expending millions of dollars in Robertson (Shelburne) moved an amendment, "That in view of the offer stated onstructing branch lines. Now if the by the Minister of Railways to have been untry was to be completely "crushed" received from a second syndicate, the and "ruined" by the ratification of this contract with the Syndicate, with its expresent debate be adjourned until these ropusals be laid on the table." This was seconded by Mr. J. P. Wiser, emptions and privileges on the comparative paltry terms of land and money, he and on its being put from m the chair, there left them to explain what infinitely more

was a perfect storm of " lost," " carried." terrible disaster the country would exyea,' and "nay." perience by building the road as pro-Mr. Blake-Who was that who neigh-

Snowball, Flynn and Yeo.

Sir Charles Tupper-After the very

After the presentation of petitions,

OTTAWA, Jan. 14.

satisfactory debate, and the still more satisfactory vote, I move the adjourn

applanse.

ment of the debate.

House adjourned.

A Voice-We shall see in a minute. had been made to the Syndicate; how As Mr. Blake had risen to support they had been told that if the contract Rebertson's amendment, this remark was ratified by this Parliament, it would be annulled the moment the Grits came an office seeker; whatever sins might be

Mr. Blake strongly supported the into power. What a spectacle! A po-litical party first advocating breaking seeker. After getting through with seeker. After getting through with amendment, and argued that the ratifica-tion of the contract would irretrievably ruin the country, and that it would re-British Columbia and the Imperial Gov-Sult in the certain return of the present Opposition to power! He declared that no Goverement supporter had fully and unreservedly accepted all its details, and a Syndicate of capitalists from various

unreservedly accepted all its details, and argued that the whole contract should, theref.re, be condemned. He had had a copy of the new tender placed in his ing two statements—first: that this was the strongest combination of Canadian capitalists ever formed (laughter); sec-ond, that the terms were infinitely su-perior to those of the present contract. that the people in response to the ag_{1} bound that the terms were infinitely su-tators "had not demonstrated worth a cent," while outside of Outario there was no demonstration at all. In reply to the charge of attempting to hasten f the contents of the new leader. Mr. Wm. MacDougall said he would declared that the road must be built and three reasons: 1st. I had not the au-Grit authority the offer has gradual-answered by the Trustees, who showed of the contents of the new leader. like to hear some members of the Gov-they will not now be banked. In thority; 2nd, there was no vacancy in the ernment, before voting on the present answer to the Opposition charge that the Cabinet; and 3rd, the hon, gentleman now it ombraces \$26,000,000 in cash $\begin{array}{c} \text{finite biole voting on the present answer to the opposition charge that the control charge that the control of the co$ giving any time for discussion. said there was no occasion for precipi- read the section of the Governor Gen- Cartwright rose together.

Several voices—Ferris, Glass—you know how it is vourself, etc. Mr. Boyal—The hon. gentleman has Mr. Boyal Hat he gentleman he gentleman he gentleman he has he has he has he has h grossly misrepresented me and my pressions of public opinion, and ex- ing with the present contract. He had attention to the vast importance of the of a order.

fifty of them contained, all told the Mr. John Ferguson, one of the Trustees,

It has always been our custom to pub-

contract. Their meetings at which lish the report in full for the informationin the most approved Grit form- son for the Report, on Saturday last, he course the Trustees did so because they were ashamed to see their Report in

print where it could be read by a large THE Telegraph seems to be exmajority of the ratepayers of this Dis-If they took the whole 25,000,000 in the that of itself prove it to be a political fertile belt, they would have to build and dodge? (Hear, hear.) He had no hesi tation in saving that it was a most disand miles of branches. (Hear, hear.) creditable dodge. (Loud cheers.) It was a very easy matter after a contract was a good as given away. As it has the average of the preceding year. The statements of income and the transaction of other routine business, Sir Charles Tupper laid on the table a bundle of Pacific Railway returns. The report of the commending the extension of time for receiving private bills to 3rd Entrumery. There are over sixty neticost the Syndicate some thirty five and expenditure were next presented, as February. There are over sixty peti-tions for leave to introduce private bills. Interview of the North West lands would not to build the Pacific Railway. (Proeral ratepayers. The total expenditures ed consisting of 25,000,000 acres, re- for the year were over \$3,000, and the Dr. Orton followed and made several present the first sum named, or are balance on hand at the end of the year telling points. He showed that in the American North-Western States, with all the blighting, blasted, grinding. dicate. This exceeds the value port contained unjust and unmanly implaced on these lands by an indepen- putations against Mr. F. A. McCully, these States, and that their increase and dent anthority-the N. Y. Tribune- who they stated had been discharged for development notwithstanding these by at least ten millions of dollars, that no scholars were graded out of his inefficiency, and adducing as a proof the world's history. He twitted Mr. that paper taking into consideration school during his incumbency. These similar transac'ions in the U. States, paragraphs were so unjust that the fol-It was only a short time since they were giving expression to the belief that lowing preamble and resolution was mov-

wling for free trade. Now they howl- the Company will do well 'o realize ed by Mr. E. P. Williston, seconded and carried by a large majority :-upon their lands one dollar per acre, mitted duty free. Sir Albert Smith made a weak attempt to defend his political record, beginning at the time he first entered public life. He showed to his own apparent settion is own a large majority. "Whereas, By Inspector Cox's Report it has been proved that no blame is to be attached to Mr. F. A. McCully for the non-grading of his department;

graph means by its argument that it " Therefore Resolved, That that part of would have been better for the Gov- the Trustees' Report deducing that Mr. had been as honest and pure as that of an angel of light. He opposed the terms with British Columbia but afterwards with British Columbia, but afterwards voted with Sir John in the scheme to ment with the Syndicate on an all considered by this meeting malicious and untrue " and that Meting on the report, it being considered by this meeting for the report, it being considered by this meeting for the report, it being considered by this meeting for the report, it being considered by this meeting for the report, it being considered by this meeting for the report, it being considered by this meeting for the report, it being considered by this meeting for the report, it being considered by the scheme to interview of the report of give \$30,000 000 and 50,000.000 acres of cash basis, and to have reserved the lating untrue," and that Mr. Cox's report re lands offered as part payment, we Cully's department be adopted. to the non-grading of Mr. Mc-

imself to the Grits for office. Sir Chas. can only say that so far as New It being suggested by a ratepayer that Tupper was a liar and he (Smith) would not believe what he said. He had charged Brunswick is concerned, there are any section from the Trustees' Report, he not believe what he said. He had charged him (Smith) with seeking office in Sir but few of its people who would not did not think they could add part of ano-John's previous administration. Tupper willingly consent to see the bonns ther report to it. The objection was conin 1873 and pressed him to take it, made up of lands altoge her, if the sidered well taken, and with the consent posed by Mr. Mackenzie. (Loud ap-plause.) He referred to the threas that offered and refused the Lieutenant Syndicate would agree to accept an of the mover and seconder all after the offered and refused the Lieutenant Governorship of Noya Scotia, and of New Brunswick, and other offices. It was too had to be charged with being Trustees to the contrary notwithstand ing.

Then followed the estimate for the current year. The Trustees reported that

now it embraces \$26,000.000 in cash and 26,000,000 acres of land. Tak- Government allowance the salaries of rect, what are the facts? The Grit party have placed various values upon the lead according to the list for last year there was only \$5.00 difference between per acre, so that if the latter valua- Parker, and the second class, which he

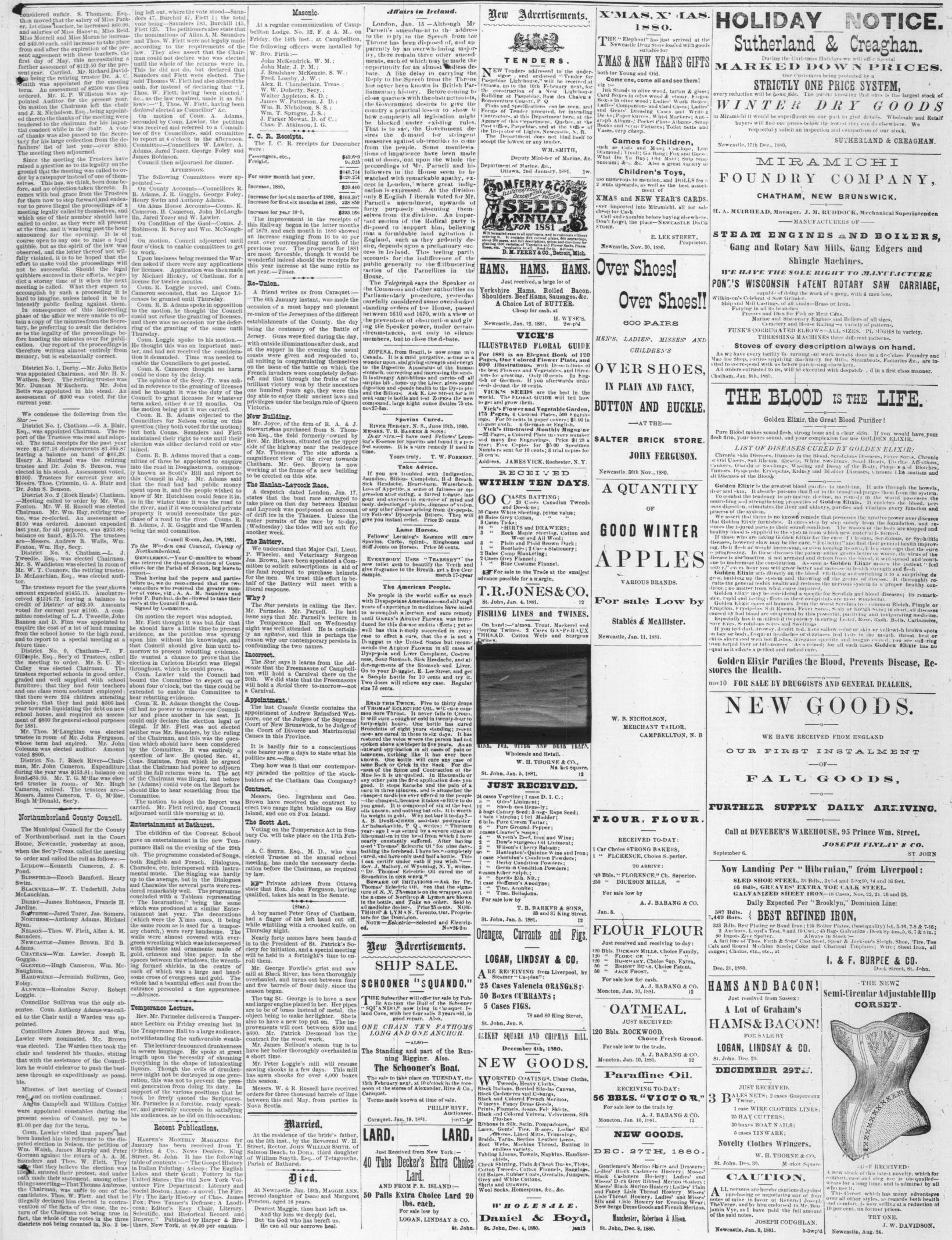
had offered him a seat in the Government

He showed to his own apparent satis-faction that his political life since 1867

had been as honest and pure as that of an



THE UNION ADVOCATE, WEDNESDAY, JANUARY 19, 1881.

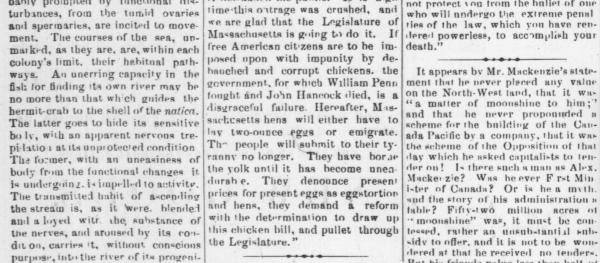


38



THE UNION ADVOCATE, WEDNESDAY, JANUARY 19, 1881.





DATE.

Sup.

Mon.

Tues

Wed.

Thurs.

Frl.

Sat.

dav.

66

tors and its own. The impulses of the A CURE FOR RINGBONES IN HORSES. fish are only in a slightly more com- -T ke one part of tamer'soil, halt He, however, puts no price apon it plicated s ries than those of the crab. a pint of turpentine, two ounces of it is "moonshine" still to him.-H That it should be the instinct for a verdigris previously dissolved in haf Herald.

specific stream, established through a pint of vinegar, and two ounces of inheritance of many generations, it oil of spike. Mix them well togeth-CURIOUS FEATURES OF 1881.-The is easier to understand than that it er and once in two days anoint the year 1881 will be a mathematical curiis a sort of memory of the place of ringbone with a sponge-full of this is a sort of memory of the place of ringbone with a sponge-full of this right is real in right to left and left to Brunswick, providing for the fish-culture rakes it, and as obser- a hot iron, or pan of coals, 12 or 15 vided by 2 gives 9 as a quotient; 81 di-Bank; all persons holding any its immature life, as the theory of compound, and bathe it well in with right it reals the same. Eighteen di vation seems to sustain. In the waters of the Delaware, where there were no same originally, the ingbone is sufficiently eat away: were no saimon originally, the ringbone is sufficiently eat away; and 8 are 9; 8 and 1 are 9. It the young salmon placed in Bushkill after which 1ub it over occasionally 18 be placed under the 81 and added the City of Fredericton, as it is young salmon placed in Bushkill after which funct over occasionally 18 be placed under the 81 and added the City of Frederiction, as it is Creek retarned after five years, and with mution tallow until well. This were taken, not only in the Dela ware River, but the large number in will not be necessary in warm is 99. If the figures or the sum is 99. If the figures or added thus: 1, 8, 8, 1, it will give it. Reading from left to right it

Deferred Matter.

(Crowd-d out last week.)

Life.

Our Yarmouth correspondent tele-

was the fir-t to succumb to the cold,

the neighborizod of Bishkill Creek. weather. It is not essential that al. the fishes should have this impelling influence. whatever it may be, as like gregariou, mammals and birds they flock together, following the leadership of whichever for the time takes it. The Sad Shiptoreck and Loss of idea is suggested that the senses may be the guiding agent, that a fish goes nosing along the coast, or tasting the streams, until it recog-graphs the particulars of one of the in this district placed in trim. The fish goes nosing along the coast, or nizes its own. The convexity of the correa must afford the fishes a very that has occurred on that section of son & Anderson will be called into limited range of vision. The supthe Nova Scotia coast for many years. requisition for this purpose, and we understand the Major is endeavouring Three lives were lost after the vessel to obtain authority for placing the sixposed dullness of the sense of smell and of taste in fishes might alone dispose of the suggestion that these struck-that of the captain's wife, his bounders on runners. Then the are employed. The following occur- daughter, a girl of only nine years, F-mians may come!-Fredericton Rerence, however, would seem to de- and the cook, all of whim perished porter. cide to the contrary. The Russian from cold and exhaustion while lashed River, emptying into the Pacific, north of San Francisco, had its mouth entirely closed by the waves during a storm. The colony of salmon during a storm. The colouy of salmon made their yearly migration from the deep waters towards the month of the river, and many of them raced through the surf and landed high unken rock, ordered on more sail. telegraphic despatch-judgment was and dry on the sand that walled them out from their native river.

hours, and after having a hole ground the former trial, which had been ap-The migration of the salmon into in her bottom, the vessel capsized. As pealed, that the defendants pay the some of the Pacific rivers is a fren- the vessel went over, the seabroke in- sum of \$7000. zied advance over shoals, rapids, to the cabin and the captuin's wife and

Diphtheria.

dving in little over an hour after the The discussion on this subject bark capsized. At midnight the cap-which has been going on in our col-unns having created a lively interest, we are sure that anything that will throw additional light on so ob-who benumbed with cold, and in momentary expection of being swept separate entrances for each family. scure a question will be welcome at the present time. The most import in the morning the wreck was discoved. Arrangements are now being perfect-Railway Office, Moncton, N. 27th November, 1850.

SOAP, BUCKETS, BROOMS

i-ter of Canada? Or is he a myth and the story of his administration a table? Fifty-two million acres of "moonshine" was, it must be con sidy to offer, and it is not to be wondered at that he received no tenders.

plete the century.

who for a number of years has super-

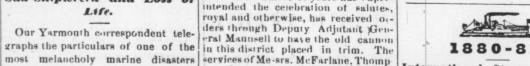
But his friends value less than half of that "moonshine" at \$75 000 000 now. Central Bank of Ne wick.

NOTICE is hereby given, the Ing been passed in the D liament on the 14th day of Jun (35th Victoria, Chapter 57) ent notice to he l'resident of the is 18. and 18 is two-ninths of 81 Bank, heretofore known as ' By adding, dividing and multiply-ing 19 9's are produced, being one nine for each year required to com-

Newcastle, June 1, 1880.

nine for each year required to com-lated it Fredericton, in t York, this sth day of June, A. By order.

JUHN A. B LIMBER UP - Major A. G. Beck with, ju-16-1yr



International Steam SPECIAL NO

Shippers of FROZ are hereby notified

THE SAME LOW RATE OF as charged last winter, will

Halifax, Jan. 8-In the case of H. W. (

St. John, Dec. 6. 1880. This proved unsuccessful, and after given to-day in the supreme Court pounding on the rocks for about two sustaining the decision of the jury in

INTERCOLONIAL R

nov27-3m Express for Quebec, A commodation for Monetor Accommodation for Monetor connecting at Moneton wit Express for St. John, Mr. Alexander Gibson purposes



oots and Shoes,	On hand, a first class stock of	modern presses for the rapid and skillul exe- cution of	Ladies' President Cloth Mantles. Ladies' Knitted Wool Vests. Promenade	W. S. MORRIS
	English, Scotch & Canadian	PLAIN & COLORED	Sacks, Shawls, &c: 2 Gross Jule Switches, Gold and Black Brocsded Silk.	Chatham, April 30, 1877. my2
GENERAL STUCK OF	TWEEDS,	COMMERCIAL	Black Brocaded Silk. Satins in New Shades.	FREDERICTON
GROCERIES,		-AND-		Custom Tailering & Clothing
AP, BUCKETS. BROOMS, BRUSHES &c., &c.	BROADCLOTHS, DOESKINS, &C.,	General Printing	PROPERTY	ESTABLISHMENT.
ewenstle, June 1, 1880.	AND A GOOD VARIETY OF	9		James R. Howie,
and the second second	Overcoatings,	which we can produce to the satisfaction of all who may kindly favor us with their orders, both as regards style and price.		MARBLE HALL, QUEEN ST.,
	Which will be made up to order promptly, and in the best and most fashionable styles. Particular attention given to orders from a distance,	ALL ORDERS for the following, or for other work not mentioned will Le carefully and promptly attended to.	THE subscriber offers for sale, the north westerly three fourths of Building Lot No. 19, situate on the easterly side of Henry Street, in the Town of Newcastle,	DESIRES to return his thanks to his many patrons in the North and else- where for the generous patronage extended to him, and would assure them that no pains will be spared to retain their custome, as it is
	The Latest New York Fashions	POSTERS, AUCTION BILLS, PAMPHLETS, CIRCULARS,	(formerly known as the Vanstone property) with the Barn thereon. For particulars apply to A. A. Davidson,	his sim to have al work performed in a satisfactory a dworkmanlike manner. Pas- ticular attention is given to all orders from the country.
	Regularly Received.	COMMERCIAL CARDS,	Esq., Newcastle. JAs. H. WILBUR. March 4, 1880.	Now in hand
	STAND-Stone Building, adjoining Dr. Pallen's, Water Street.	VISITING do.,	LIBERAL OFFERS	FINE STOCK OF CLOTHS
	Chatham, Nov. 16, 1880.	ACCOUNT HEADINGS,	FOR 1881.	SUITABLE FOR
	ισου πτρρα	STATEMENTS,	Two Years for the Price of One!	Spring & Summer Wear, which will be made up in the latest styles.
ntral Bank of New Bruns-		MEMORANDU 45,		Orders respectfully solicited. A good Fit guaranteed in every case.
wick.	τοοο πιπηη	BALL & CONCERT	THE REPRINTS OF THE BRITISH QUARTERLY	I keep on hand a tu'l Stock of READY VADE CLOTHING and GENTS' FUR
OTICE is hereby given, that an Act hav- ing been passed in the Dominion Par- tent on the 14 th day of June, A. D. 1872		PROGRAMMES,	(Evangelical),	NISHING GOODS, which will be sold a "Hard Times" prices.
h Victoria, Chapter 57) entitled An Act ating to the Central Bank of New	Wanted.	CATALOGUES, POSTAL CARDS,	LONDON QUARTERLY (Conservative),	JAMES R. HOWIE Fredericton, May 12, 1×79. 14
inswick, providing for the closing and ly winding up the concerns of the said k; all persons holding any bills or notes			EDINBURGH (Whig),	1880-81.
he said Bank, or having any just or legal ms or demands against the said Bank,	4	Wedding Cards & Envelopes,	WESTMINSTER (Liberal),	to the P
hereby required to present the same hin twelve months from the date of this	7 to 10 Conta non lh. Cosh	(Finest English Make)	REVIEWS,	
City of Fredericton, as it is the intention the Directors of the said Central Bank,	7 to 10 Cents per lb., Cash	LEGAL BLANKS,	Blackwood's Edinburgh Magazine,	International Steamship Co'y
h the approval of the Shareholdersthere- at or about that time to wind and finally e up the business and concerns of said	paid for Hides; and high-	MAGISTRATES' BLANKS,	Present the best foreign publications in a	Winter Arrangement.
ak, heretofore known as "The Fresident, ectors & Company of the Central Bank of	est prices, also, for	CUSTOMS BLANKS,	convenier t form and without abridgement or alteration.	
w Brunswick." Dated at Fredericton, in the County of rk, this 5th day of June, A. D. 1580.	est prices, also, for	SHIP'S ARTICLES,	TERMS OF SUBSCRIPTION (INCLUDING POSTAGE,) per annum	TWO TRIPS A WEEK.
By order.	RAWFURS.	CORONER'S BLANKS,	Blackwood or any one Review, \$4 00 Blackwood and any one Review, 7 00 Blackwood and two Reviews, 10 00	ON AND AFTER MONDAY, November Sthe and until further notice, the spice-
JOHN A. BECKWITH, 16-1yr President.		GAILWAY BILLS OF LADING,	Blackwood and three Reviews, 18 60 Any two Reviews, 7 00	did sea-going Steamer "FALMOU"H." O. S. Hall, Mas.er, and "NEW BRUNSWICK." J Thompson, M ster, will leave Reed's
	HENRY HALL.	ENTRY BLANKS for fish exporters,	Any three Reviews, 10 00 The four Reviews, 12 00 Blackwood and the four Reviews, 15 00	Point Wharf every MONDAY and THURSDAY Mornings
	Newcastle, Oct. 25th, 1850.	ENVELOPES, all qualities, printed to order,	These are about half the prices charged by the English Publishers.	at 8 o'clock, for Eastport. Portland and Bos-
1880-81.	Ean Sala an 4a Lat	MARRIAGE CERTIFICATES.	Circulars giving the Contents of the Periodicals for the year 1880, and many other	ton, connecting both ways at-Eastport with steamer "Charles Houghton" for St. An-
ternational Steamship Co'y.	For Sale or to Let.	BEAR BOUNTY do.,	particulars, may be had on applicatioo.	drews, Calais and St. Stephen, Returning will leave Commercial Wharf, Boston, every MONDAY and THURSDAY
SPECIAL NOTICE.	THE House and Form formania accuric	BOUND BOOKS, 100 each,	PREMIUMS. New subscribers may have the numbers	mornings, at 8 o'clock, and Portland at 6 p. m., for Eastport and St. John. Through Tickets can be procured at this
are hereby notified that	THE House and Farm formerly occupied by Charles, Boltenhouse, situate on North side of I. C. Railway, a short distance		for 1880 and 1881 at the price of one year's subscription only.	office, and H. Chubb & Co's. to all points of Canada and the United States.
THE SAME LOW RATE OF FREIGHT	from Town of Newcastle. Also the House and Premises in the Town		To any subscriber, new or old, we will fur- nish the periodicals for 1879 at half price. All orders to be sent to the publication	No claims for allowance after goods leave the Warehouse. Freight received Wednesday and
charged last winter, will be charged the event winter. Steamers leave for Boston every Monday	of Newcastle, lately occupied by Mrs. Archi- bald. Terms liberal.		office. To secure premiums apply promptly.	Saturday only, up to 6 o'clock p. m. H. W. CHISHOLM,
d Thursday mornings at 8 o'clock during winter.	Apply to	NOTES OF HAND,	"ke Leonard Scott Publishing Co., 41 Barclay Street, New York.	Agent.
Prompt attention and careful handling with od dispatch will be given. I. C. Railway Station Agents will give	SA M'L THOMSON. Newcastle, Oct. 12, 1880. 13-tt	· RECEIPTS,		The "Union Advocate"
rough Rates by this line. H. W. CHISHOLM,		ORDERS, &c.	NEW YEAR'S CARDS,	Is published every WEDNESDAY Morning, in time to be despatched by the earliest trains. The paper was established in 1567.
St. John, Dec. 6. 1880. Agant.	OILS, LAMP3, &C.	Particular attention given to the printing of Reports of Societies.	of new and neat design, in great variety.	and is now looked upon as the best a ver- tising medium in this Northern Section of
MUN PRESERVER	RECEIVED a large supply of CHAN- DELIERS in 1, 2 and 3 Lights.	and every description of hegai and commen-	in or	New Brusswick. TERMS.
INTERCOLONIAL RAILWAY,	ENGLISH and AMERICAN TABLE 1 AMPS, with latest Burners.	W. & J. ANSLOW.	Birth Day Cards, Warblers, Holiday Presents,	In advance, postpaid, per annum. \$1.50 At end of year, 2.00 Single Copies. 4 cents.
0. Winter Arrangement. '81.	BRACKET, STUDENT & HAND LAMPS io great variety.	Newcastle, Miramicni, N. B.	TINGU GOODA O IN NI	RATES OF ADVERTISINC, Transient advertising, will be charged at
	Burners and Chimneys all sizes.	MILLINERY.	FANCY GUUDS of all kinds.	the rate of eight cents per minion line for first insertion, each succeeding insertion at rate of 3 cents per line; or 75 cents per incb
N and after MONDAY, the 29th Novem- ber, the trains will run daily (Sunday accepted) as follows :	and Lamp fixtures of all kinds, also	The subscriber respectfully announces to the people of Newcastle and vicinity that	MOTTOES,	for first insertion, and 25 cents for each con- tinuation.
WILL LEAVE NEWCASTLE.	American and Canadian Oils. For sale by J. R. CAMEKON.	she is prepared to execute all orders for work in the MILLINERY line, in the very best style. An excellent stock of	SCRAP PICTURFS,	Professional and Business Cards inserted by the year at the rate of \$5.00 pet inch.
xpress for Halifax and St. John, 1.04 a. m. xpress for Quebec, 2.55 a. m.	St. John, Jan. 7. 64 Prince Wm. St	LADIES' HATS,	WOOLS. WORKING CANVAS,	Special rates to business men who may wish to enter into yearly contracts.
commodation for Moneton, connecting at Moneton with	Job Printing, plain and in	in Beaver. Plush. Felt and Straw, all styles, on hand, with a great variety of Fashionable Trimmings.	SILKS, CRETONS,	Orders for Printing, Blanks, &c., attender to expeditiously. Correspondence cordially invited. We
Express for St. John, 10.35 a. m. ccommodation for Campbell- ton. 5 23 p. m.	colors, in first class style	Also-Ribbons, Buttons, Berlin, Zephyr and Crewel WOOLS Frillings Brag lets	TACCETS TOTMMINOS	shall be pleased to receive items of news re- lating to matters of public interest, from
destination Sunday evening.		a lot of other useful and fancy Goods. Dolls, &c. Gold, Silver and Colored Perfor-	how hound promitting o.	friends in the North or elsewhere. Correspondents will remember to state the facts briefly, and to write upon one side of the
D. POTTINGER. Chief Sup't.		ated Cardboard, Stationery. &c. SHOP. — Nearly opposite the Telegraph		paper only. W. & J. ANSI.OW,
ailway Office, Moncton. N. B., { 27th November, 1880.	THIS PAPER may be found on file at Geo. P. vertising Bureau (10 Spruce SL, where advertising contracts may be made for it IN NEW YORK.	Office. S. A. JARDINE.	W. B. HOWARD.	EDITORS AND FROPRIETORS Vewcastle. Miramichi, N. B., ?
	THE AND SO MADE IOF IT IN NEW YORK.	Newcastle, Dec. 20, 1880.	Chatham, Dec. 27, 1880. 29	November ,1878.



SUPPLEMENT TO THE UNION ADVOCATE.

The Government Bargain Unfolded.

The Railway Contract.

A LANDAR MAN

Great Speech of Sir Charles Tupper.

Complete Vindication of his Policy.

A PROFITABLE ARRANGEMENT FOR THE COUNTRY.

\$26,000,000 CHEAPER THAN THE MACKENZIE SCHEME.

The Past History of the Enterprise.

ITS PROMISES FOR THE FUTURE

Sir CHAS. TUPPER moved the House into committee of supply upon the railway reso-lutions.

Hon. Mr. BLAKE thought the Ministerial Hon. Mr. BLAKE thought the Ministerial thorized to use for the purpose of securing the construction of this work. Well, sir, and not in committee.

The House then resolved itself into committee, Mr. Kirkpatrick in the chair.

Sir CHAS. TUPPER-Mr. Chairman,-It affords me very much pleasure to rise for the purpose of submitting a motion to this House in relation to the most important question that has ever engaged the attention of this Parliament, a motion which submits for the approval of this House the means by which the great national work-the Canada Pacific Railway-ehall be completed and operated hereafter in a way that has more than once obtained the approval of this House, and the sanotion of the people of this country, and upon terms more favorable than any that have ever previously been offered to the House. I shall be obliged, Mr. Chairman, to ask the indulgence of the House while at some length I place before it the grounds upon which I affirm that this resolution em-bodies the policy of the Parliament of Canada, as expressed on more than one occa-sion, and that these resolutions present terms for the consideration of this Par-liament for the completion of this work, more favorable than any previously sub-mitted; and, sir, I have the less hesitation in asking the indulgence of the House, because I ask it mainly for the purpose of repeating to the House statements made by gentlemen of much greater ability than myself, and occupying positions in this House and country second to no other. But for what took place here yesterday I would have felt warranted in expressing the opinion that the resolutions, grave and impor-tant as they are, would receive the unanimous consent of this Parliament.

Hon. Mr. BLAKE-Hear, hear.

Canada Pacific Railway from Nipissing west-ward would run to the north of Lake Nepigon, and provision was therefore made for a branch by a wote of 25,000 acres of land per mile tor 120 miles, to secure connection between Lake Superior and the main line. Now, sir, these terms became the subject of very considerable discussion in this House and out of it, and the Government having been sustained by a majority placing at their disposal that

amount of money and that amount of land to secure the construction of the Canada Pacific Railway, and the term of Parliament having expired, Parliament was dissolved and the ountry appealed to, and, sir, after that question was placed before the country a very sufficient working majority was returned to support the Government, and confirm the policy which the House had adopted, both as to the mode in which the work was to be constructed, and as to the public money and public lands which the Government were auand not in committee. Sir CHAS. TUPPER said that if there was soom for fuller discussion, it would be had when in committee. The House there resolved itself into com ernment entered into a contract with a num-ber of gentlemen who subsequently selected

the terms that I have now mentioned to the

THE CAUSE OF THE FIRST FAILURE.

House.

the House that that Company embraced a number of the most able, leading and influential men in this country-financially and Columbia. "Without that communica commercially) proceeded to England, at that ion great development cannot take time, at all events, the great money market of the world; I might almost say that it was place. then the only money market in the world. They proceeded to England and exhausted They proceeded to England and exhausted wevery means in their power to obtain the support of the financial men, in such a way as to enable them to carry that contract te completion. If my recollection does not fail me, the hon. leader of the late Government on more than one occasion expressed the hope that it would be successful. He always expressed bis strong conviction that the means were altogether inadequate to secure the object prairie on this side, and that there would be in view, but I think that on more than one in view, but I think that on more than one occasion he expressed his patriofic hope that these gentlemen would succeed in obtaining the capital required upon these terms. But, sir, they did not succeed, as everybody knows. After having exhausted every effort in their upper they were ablesed to return in their power they were ,ebflged to return

and surrender the charter wader which they received authority to endeavor to obtain money for the construction of the great work. Well, sir, a very unpleasant result besides the expression of the leading mem-

that,

the res

ication across the continent, and it would be their policy to unite the enormous stretches of magnificent water communication with lines of railway to the Rocky Mountains, thus avoiding for the present the construc-tion of 1,300 miles of railway, costing from sixty to eighty millions of dollars, and rendering the resources of the country available. for the prosecution of these links; they should endeavour to make these great works auxiliary to the promotion of immigration on an extensive scale, and to the settlement and development of these rich and& fertile territories on which our hopes for the fu-ture of Canada are so largely fixed."

Now, sir, I am sure that the House will excuse me for placing before them in the strong, and emphatic and eloquent terms of the leader of that Government, the opin-ion he entertained as to what was incumbent upon the Administration, and what was likely to be attained by pursuing that course. Then, sir, the hon. gentleman, in a speech at Sarnia, tollowed up the policy here toreshadowed still more strongly, still more emphatically, than he had done in his manifesto. He said : "You are aware that during the discussion on the bill I objectber of gentlemen who subsequently selected Sir Hugh Allan as the president of ed to the provisions as to the build-the Company, for the purpose of ing of the railway within ten constructing the Canada Pacific Railway on the terms that I have now mentioned to the to being bound by a contract to finish it within seven years and three months; it was essential for the settlement, for the That gentleman, with some of his section opening up the district, where we have great riches undeveloped." I presume that he was referring to the unde edly rich mineral districts of British ion great development carnot take It will be the duty of the Adminis tration, in the first place, to scente the oppor tunity for communication from Lake Supe-rior to the Rocky Mountains, and at the no difficulty in the construction of the communicating sections. He says : " It will be highway across the continent, and I think it will be the duty, as it will be the desire of

the Government to develop sary plan by which these results can be accomplished." Now, sir, there are other means of obtain-ing the policy of an Administration Hon. Mr. BLAKE-Hear, hear. Sir CHARLES TUPPER-I would, I say, have een warranted in arriving at that conclu-ton but for the very significent indications to the twee work and the then Government of this to twee work and the then Government of this to twee work and the then Government of this to twee work and the then Government of this to twee work and the then Government of this to twee work and the then Government of the twee work and the then Government of the side state expression of the commencement of the side state work and the then Government should have authority side state work and the the commencement of the side state work and the the commencement of the side state work and the the commencement of the side state work and the the commencement of the side state work and the the commencement of the side state work and the the commencement of the side state work and the the commencement of the side state work and the the commencement of the side state work and the the commencement of the side state work and the the side state work and the the commencement of the side state work and the the side st leader of the Opposition will not permit me to construe the language of the them leader

every gentlemen on the other side of the House; therefore I think I may say the policy of Parliament, not the policy of any one party, was distincly affirmed in the reso-intions placed upon the journal in 1876.

matil and traverse the Island to that point where the crossing of the Narrows was ulti-mately to be. I for one was quite willing, if the local Government were disposed to make some terms for the extension of time, to un-dertake the constitution of the Island por-tion as rapidly as possible, but if it became apparent that the local authorities were de-termined to adhere rigidly to the terms and termined to adhere rigidly to the terms and to an demand the whole terms and to an addition on Canadian waters." These terms, sir, it is true, included a considerable extension union and demand the whole terms and nothing less, this House and Domin-ion of Canada, I was and am strongly nally to have been completed, but they fixed ion of Canada, I was and an strongly of opinion, would on their part con-cede to them the terms and nothing a definite and distinct limit within which a large portion of the Pacific Railway should be more. Proceeding upon the belief that this was a fair representation of the opinions of the country which had to pay for the con-struction of this common work we instant constructed and put in operation. The hon. gentleman himself in referring struction of this enormous work, we instructed Mr. Edgar, who was appointed to repre-sent the Government in the matter, to say with the work as fast as the circum the country (circumstances yet to be developed) will enable us to do, so as to obtain as soon as possible complete railway comthat the Government would be prepared to undertake immediately the commencement northward in the direction of the point of soon that time may come I cannot predict, crossing, prosecute the surveys on the main-land, construct a passable road along the bable to keep our obligation to British Columbia as now amended without seriously interfering with the march of prosperity." ridge, erect a telegraph line along the road, and as soon as the work could be placed and as soon as the work could be placed including which the barrier of prosperity. (Laughter.) That is, that by 1890, the hon. and a half a year within the province. I do not know whether the offer will be ac-cepted or not, and in the mean-of prosperity." I am glad, notwithstanding

will be very glad to be again reminded that the leader of the Opposition maintained that this was an absolute treaty of union with British Columbia. Then he continues:----"We had to undertake to vindicate the good faith of the country and do something which enabled enable this Parliament to carry out, in spirit, if not in letter, the serious as the shores of British Columbia. The legal terms are exact. We are bound, within a specified time, to construct a road to con-meet with the railway system of Ontario on the east, to the Pacific coast on the west. There are moral obligations as well as legal

branch), because we thought it advisable, while proceeding thus far, not to proceed any farther until we could get a general contract.

required. It may be said to be impossible to commence the construction of the road in /British Columbia without having rails on the spot." And in that I concur with the hon. gentleman.

Hon. Mr. MACKENZIE-The concurrence comes very late.

Sir CHAS. TUPPER—The hon. gentleman will not. I think, find any ground for making-that statement. I think he will, permapsi allow me to state that they would have been equally useful, if they had not lain quite so long in British Columbia. The hon. gentleman continued: "There are five thousand tons in British Columbia, and if we erred in sending them there, we have simply erred in our earnest desire to show the people of British Columbia that we are desirens of keeping faith with them, that our specches

lon. They have been on exhibition in the Railway Office here for many months, and

policy of Parliament, not the policy of any one party, was distinctly affirmed in the reso-lutions placed upon the journal in 187. Well, sri, in 1872 it beam encessary to the same in the state of the task aready beam howers. That contract has already beam proposed to be the construction of the work, and not the work in distinct terms what aid the Government yery large raillion. Goldlars has now beem spent in usarveys, and no particular line has yea way. The journals of 1822 will show that has all the bargani, as we always aid, is incapable to fitter 1 felliment. We follow that the arise and the distance and of the main line, and an additional amound of 20,000 acress of land for the construction of the construction of the construction of the construction of the main line, and an additional amound of 20,000 acress of land per mile for the construction of the construction of the construction of the main line, and an additional amound of 20,000 acress of land per mile for the construction of the construction of the most of the construction of the construction of the construction of the most and strained that line. Sin, I may remind the House that it was expected, as may possible the case yet, that the line of the constry would permit of and without too the pople." Sin Cass. Terpsen-Heart, beart. The not house that it was expected, as may possible to the device of the construction of the construction of the most of may ability, to device at the service of the main line, and an additional amound of 20,000 acress of land per mile for the key land strained the surveys and subsequent prosecution of the constry would permit of and without too the pople." Sin Cass. Terpsen-Heart, hear. The non I show due and would run to the north of Take ward would run to the meant of the construction of the work to the specifie for lang with access of land per mile for the key must, in the meant into obas that' they must bust for main powers to arging the strained to bar they and the they must in the heared the work of the constructi

a specified time, to construct a road to con-nect with the railway system of Ontario on the east, to the Pacific coast on the west. There are moral obligations as well as legal ebligations. We thought in the first place, after having had time to consider what is hould be done, that the best course to pur-sue in the meantime would be to confer with the local Government of British Columbia, and to ndeavor to ascertain from them if is course of his negrence of the spectrum of the spectrum of the spectrum of the spectrum of the date at which the surveys are suf-ficiently complete to enable that amount in the total spectrum of the work of very imperiation of the spectrum of the spectrum of the work of very imperiation to the spectrum of the work of very imperiation. Spectrum of the work of very imperiation of the spectrum of the work of very imperiation of the spectrum of templation to invite tenders for the construc-tion of the whole Canadian Pacific Railway on terms which, as I shall show more speci-fically hereafter, were largely in excess of any, authority we ever obtained from Parliament, and terms that, as I have said house to the terms to the present terms that as I have said house to the terms to the present terms that as I have said house to the terms that as I have said house to the terms to the present terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms that as I have said house to the terms terms that as I have said house to the terms terms that as I have said house to the terms terms terms that as I have said house to the terms t the hon. gentleman's considerations, and I self held, and I suppose, conscientions r held, phast, after full consideration, his support, to be utterly inadequate. The hon, gentle-proposition that will secure to this country man went on to say: "If we are able to the construction of that which he has declared commence the work of construction this wide be not only a matter of honor," to which coming year in British Columbia, these rails the country was bound, but a matter of the coming year in British Columbia, these rails the country was bound, but a matter of the strast, after full consideration, his support, a deepest necessity to the development of this country, upon terms that will not impose any intelerable burden on the rate-payers. Hon. Mr. MACKENZIE-I shall consider it

by-and-bye.

Sir CHAS. TUPPER—The hon. gentleman coefined :-- "On the other hand, it is toler-ably evident that the wealth of the country will be much more rapidly increased if we are able to throw a large population into those hitherto deserted plains which contain so much land fit for habitation, and which have been wholly unproductive in which have been wholly unproductive in the commercial interests of our country." Again, I invite the hon. gentleman's atten-tion to the obligation that rests upon him to support a plan by which what he de-signates "deserted plains" may become the abode of an industrious population, not only furnishing a comfortable living to themselves and their families, but increasing creative the particular which for a superreasing greatly the national wealth of Canada, and pen terms which come quite within these which he has approved as offering no obstacle to the progress of this work. The hon. gentleman added : "And so with regard to this western and more gigantic a work which cannot be estimated un. less we have given some thought to it, such is its magnitude; a road which is four times the length of the Grand Trunk from Montreal to Sarnia, which i five times the length of the road from Edinburgh to London, which traverses our whole territory. Nothing can possibly er-ceed the importance that is to be attached to the building of, such a gigantic work, either was one which imposed upon them certain duties of administration and government as regards the ultimate prosperity of the which they had no right to neglect, and that country or its bearing upon our several rela-tions to each other in the united Provinces." they were bound to carry the scheme practially into effect to the extent that I have n-It requires no comment of mine, sir, to cause dicated. The whole effort of the Adminis-tration from that day to this has been a statement from such an authentic source directed to the accomplishment of this object in the way that would seem to to carry conviction to the mind of every hon. gentleman present as to the obligation that cests upon all parties, both in this House and be most practical and most available, conout of it, to realize what the hon. gentleman sidering the difficulties to be encountered has indicated could 'be realized by the conand the cost to be incurred. • • The Railway Act of 1874 provides that 20,000 struction of this work. That, sir, as I have said before, was, the hon. gentleman thinks acres of land should be given absolutely as no doubt unfortunately for the country, the last occasion on which it became his duty to 00 per mile of actual cash, the land to be speak with the authority of the First Minis subject to certain regulations as to two thirds ter of Canada in relation to this great of it which are provided for in the Act, and question. But, as the hon. gentleman stated, the question of construction, the question of that tenderers should be invited to state the additional sum, if any, upon which a guarthe steady prosecution and completion of the Canadian Pacific Railway was not an issue that went to the country at the last elections. That had been submitted on two occasions by I mentioned last year, in introducing this item to the Committee Supply, that we had two First Ministers, representing great parties of the country, and on both occasions had received the affirmation of a very large majority of the people.

sion but for the very significent indication that were made from the other side of the House, because these resolutions only ask hon. gentlemen on both sides of the House to affirm a position to which they have again and again, as public men, committed them selves.

THE EARLY POLICY OF THE GOVERNMENT.

I need not remind the House that when my Right Hon. friend the leader of the ernment occupied in 1871 the same position which he now occupies, the poli structing a great line of Canadian Pacific railway, that would connect the two great eans, which form the eastern and western daries of the Dominion of Canada, re eived the approval of this House; not only did the policy of accomplishing that great work receive the endorsation of a large maprity in the Parliament of this country, specific terms the means by which that ork should be accomplished were embodied the form of a resolution, and submitted the consideration of Parliament. It was ved by the late lamented Sir George Car. "That the railway referred to in the adss to Her Majesty concerning the union British Columbia with Canada, adopted by s House on Saturday, the 1st of April inst. uild be constructed and worked by private terprise and not by the Dominion Governent; and that the public aid to be given to oure that undertaking should consist of the liberal grants of land and such subsidy oney or other aid not unduly pressing n the industry and resources of the Domin on, as the Parliament of Canada/hall here ter determine."

Hon. Mr. BLAKE-That was the resolution rest brought down.

bir CHAS. TUPPER-That was the first solution; and it was amended to state ore strongly that the work should not inve an increase in the existing rate of the resolution I had in my hand was the ormel motion as carried. The hon. gentleman agree with me that it embodies the credit of that hon. gentleman. de in which the road should be construct.

Now, sir, although hon. gentlemen in the House, although the two great parties represented in this House may entertain dif-ferences of opinion as to the construction of the railway, and the means that may be e to its accomplishment, the apparently insuperable difficulties which was unanimous in that, be presented themselves, the hon. gentleman cause hon. gentlemen then representing the went to his constituents-I will not say he Opposition in this House supported a reso- went to his constituents-he appealed to all in introduced as an amendment to ours by Canada; he appealed to the people of this Chief Justice Dorion, declaring that the road should be constructed in no other way, add-it is possible for a First Minister to state his ing to the resolution the words "and not policy, and that was by a manifesto over his own signature. The Honse will perhaps alherwise." the object of which was to make impossible for any Government to secure low me to draw attention to some very imconstruction of the road in any other portant statements contained in the manimode than through the agency of a private Company aided by a grant of lands and money. festo. The hon, gentleman said "we must meet the difficulty imposed on Canada by the reckless arrangement of the late Govnd while the resolution moved by Sir George tier, declaring that the work should be ernment with reference to the Pasific Ball-way, under which they pledged the hand and astructed in that war instructed in this way, received the support every gentieman on this side of the House, is still stronger affirmation moved by Mr. orion, that the work should be done in no ceived the support

laced at their disposal to secure the conruction of the great work which these gentlemen had in hand having proved inade nate, the Government also succumbed to the ressure from the hon. gentlemen opposite. It is not a pleasant topic, and I will not dwell any longer upon it than is absolutely necessary to introduce the Administration

which followed us, ably led by the hon. have abandoned the Canadian Pacific member for Lambton. Now, sir, I have said on more than one occasion Railway. Nothing can be funcher from the truth. in my judgment, inasmuch as Sarnia intimated distinctly what was the course which he proposed to pursue, and sub only authority which Parliament for the construction of the Canada Pacific Pailway requires it should be done by developed the ideas then suggested. private company, aided by a grant of land money, and inasmuch as in resolution embodying that statement, and inasmuch as in Railway will be built or not. tion has been settled irrevocably in the afthe resolution embodying that statement, as the hon. leader of the Opposition has correctly reminded me, is em-bodied that it should not increase the exfirmative, and there is no statesman in Cana-da who would commit himself to any negative on such a point. On this all are agreed. ing rate of taxation, and, inasmuch as the Finance Minister of the Government at once will be proved as settled points. One is that the railway must be built at as early a penounced to Parliament the fact that there riod as possible, and that everything that can was a great impending deficiency between he revenue and expenditure, and it therefore reasonably help that railread to a con ecame apparent that no progress could be must be done and given. These two points are emphatically endorsed by the new Ministers, and entirely removed ade except in contravention of both these ropositions, I have said before, and I repeat w, that in my judgment the hon. leader of from the region of controversy." Now, sir, I have shown not only that the House affirmed how, that in my judgment would have been war-the then Government would have been war-ranted in stating that he was obliged to leave that we should have a Pacific Railway, but I have shown that the Government that suche question of the construction of the Canda Pacific Railway in abeyance. The presceeded that of my Right Hon. friend coment hon. leader of the Opposition has differed mitted thems lves in the fullest and most with me on that point, as occasionally we are eomplete manner not only to the construc-tion of that great work, but to its construction ompelled to differ on matters which are bmitted for the consideration of this House,

and I am free to confess that, although I do ot hold so strongly as the present leader of the Opposition opinions as to the duty which devolved upon the hon. member for Lambton opinions he formed, the policy he adopted,

THE M'KRN 200 POLICY. But, sir, he did commit himself in the most

way were eminently patriotic, to the great prosecuted in the most vigorous form, but time is an important element." I have given the House some of the extra-parlian utterances of the hon. gentleman, and I pro ose now to invite its attention to some still nore formal and distinct statemens of policy in regard to the important question, state-ments made in the capacity of Prime Minister of the country and on the floor of Parliament.

THE OBLIGATIONS OF THE COUNTRY.

In 1874, the hon. gentleman introduced a bill for the purpose of providing for the con struction of the Canadian Pacific Bailway, and in the course of a very able and exhaustive speech, he placed very fully on record the opinions which he held, and which embodied the opinions of the Government at that time. He stated, as will be seen by reference to Hansard of. May the 12th, 1874. that "the duty was imposed upon Parliament of providing a great scheme of carrying out the obligations imposed upon us by the sol-emn action of Parliament in this matter. The her way, received, I believe, the support of hon. gentleman will see that the term the time of its passage here, as one original scheme was one that I opposed at that, in

works in such a way as they should think will meet with the acceptation of the counof the Government, perhaps he will try generally and the reasonable people in object if I show him what combraction the British Columbia." Now, I need not remind organ of the Government rlaced upon the the House that this question was made the words of their leader. I read in an editorial subject of reference by British Columbia to in the Toronto Globe newspaper that it had been asserted "that Mr. Mackensto's cabinet the Imperial Government, and Lord Carnar von submitted for the consideration of thi Government his view of what should be That was that not less than \$2,000, 000 in addition to the railway on Mr. Mackenzie's speech at couver Island-the telegraph line, the waggon road and all these other consid sequent statements have all explained and tions-should be extended annually by the Government within the Province of British There s no question as to whether the Pacific When the hon. gentleman submitted his resolution in That ques now submitting my resolutions am he said :--- "We propose in these re-solutions to ask the House to agree to these general propositions. In the first place we have to ask the house for complete power to Canvass the Dominion over and two things proceed with the construction of the road under the terms of the union with British Columbia, because we cannot throw off that obligation except with the consent of the contracting parties, and we are therefore bound to make all the provisions that the House can enable us to make to endeavor to carry out in the spirit, and as far as we can Now, sir, I in the letter, the obligation imposed on us by law. The British Columbia section will, or course, have to be proceeded with as fast as we can do it, for it is essential to keep faith with the spirit and as far as possible with the letter of the agreement. I attribute of importance inas rapidly as it was possible within the means of the country. The hon. gentleman deed to being able to throw in settlers to all parts of the country and fill it with himself, on the floor of this House, stated population, which is the only thing which can give ultimately commercial value to the Let me say, so far as the work is cons road or prosperity to the country. It will be that I have always been an advocate of the nstruction of a railway across this conti observed, sir, that in the resolutions, as I ent, but I have never believed that it was have mentioned, the Government provide for within our means to carry it out in anything the submission of these contracts to Parlialike the period of time to which the hon, ment; they provide also that in case we regentleman bound Parliament and the counceive no proposals for the building of what try. Now, I think that the work ought to are called the sections in the bill, that is of the four great divisions, the Government takes power to issue proposals to build the road by direct Government agency." The hon. gentleman said that the Canadian Pacific was only to be built by direct government agency in the event of there being is, and of there being a failure in no propos out the policy of Parliament that it should be done by private enterprise, aided

by a grant of money and lands. In 1875 the hon. gentleman having had an opportunity of considering the proposals which were in-troduced in his bill, to which I shall invite a later period, obtained authority from this House to go on with the immediate construction of the railway by the direct agency of the Government, for he could not obtain it in any other way

THE LIDERAL GOVERNMENT TERMS.

Having obtained power from the House to give hos only \$10,000 of money for mile for every mile between Lake Nipis-s ing and the shows of the Pacific, and \$0,000 ages of land per mile, has also to give \$10,000

that to which he pledged himself and pledged gentleman again stated the policy that still the honor and faith of his Government and was the policy of his Administration in rehis party, so far as the leader of a great party ference to this work. He said: "The late Administration in entering into the agreement for bringing British Columbia can pledge that party, to the accomplishment of a great national undertaking But sir, I am glad to be able to give not only the into the confederation, had an express obli-gation as to the building of the aniway across the continent from Lake Nipischag en authority of the leader of the late Government, but that of the honorable and learned gentleman who is leader of Her Majesty's the east to the Pacific Ocean on the weet nstitutional opposition at the present mo within a specified number of years. When the present Adminstration acceded to power hey felt that this, like all treaty obligs

THE PEOPLE'S APPROVAL OF CONSTRUCTION

ment.

That hon. gentleman is reported in he Hansard of March 5, 1875, to have use ese words :- "The general policy of the ne country upon the subject of the Pacific lailway was spread before this country nterior to the late general election and praccally and fairly stated." I have to read to the House the words in which the Premier of that day, as the hon. gentleman said, practically and fairly," stated his policy, nd I quite agree that it was so stated. Th hon. member for South Durham continued : "In some of the minor details of that policy the hon, member for Cumberland has part consideration for the contract, and \$10. dicated more or less of change, but the broad features of that policy were, as I have said, plainly stated to this country anterior to the late general election. The verdict of the country was taken upon it, and the result was a decided acceptance of it. It is not reversible by us. We have no mandate to re-Dominion for 25 years afterwards. Upon the most enlarged consideration of the rights of members of Parliament, ation of the rights of members of Parliament, I cannot conceive that we could have the right at all to listen to the appeal of the hon. member for Cumberland and to enter into a consideration whether that policy, upon which the country's opinion was asked and taken, and which opinion we were sent here to enforce, should be altogether re- lier. I think it must have been in June versed. I do not consider it would be wise for an instant to consider any such proposition. I do not believe that any other policy in its general effects than that which was so proposed and so accepted is at all feasible. Now, sir, I ventured to say at the outset of countries, if not the country east of the praimy remarks, that we had the means of show- ries to Lake Superior, would show to intending to the House not only that Parliament, on both these great occasions," had distinctly declared the policy of constructing the the second place, that the physical difficul-Canada Pacific Bailway, but that the people, ties to be overcome were not so serious as as stated by the present leader of the Opposition, had given an affirmative to that proposition, and had, as that hon gentleman averred, put it without the power of this Parliament to change that pelicy. I must remind the Hause that the second of the continent. Some pelicy.

policy. I must remind the House that the circumstances of the country were very dif-have visited Ottawa; some have visited the ferent in 1875 from the circumstances of the agency of the Government in London, with country at the time at which the previous a view to examine the plans and profiles, Government undertook the construction of the Canada Pacific Bailway, but, notwithstand-tracts will be let; but the season was an un ing that changed condition of circumstances, notwithstanding that the hon. gentleman's ties attending railway enterprise all through Finance Minister was compelled to come to Parliament year after year and ask permis-slon to increase largely the taxation of the slon to increase largely the taxation of the

country, in order to meet the ordinary ex- prise like this, in a comparatively unknown penditure, notwithstanding all this, the hon. gentleman held that the honor and good country. The Government were notable, i stated, to have the profiles all ready this House and asked the authority of Par- in sections as soon as they

THE CHANGE OF ADMINISTRATION.

But, as is well known, a change of Adminis-At all events, we desired to send that adver tration took place in 1878, and the hon gentletisement to the public in order that it might invite intending contractors to visit the man was again called upon to deal with the He had that test of patrioti question. country for themselves. I was personally applied to him which is involved in considersatisfied that an examination of the prairie ing a policy from the Opposition benches as well as from the Government benches, and I will read to the House the remarks which ing contractors, in the first place, that there the hon. gentleman, as leader of the Opposiwas a large quantity of good land, and, in tion, made to this House, after the change of Government in 1879. He said : "We recognize the obligations resting upon us as Canadians, and, while I assert, in the most positive manner, that nothing could have been done by any Administration during our term of office that we did not do, or try to do, in order to ac-complish, or realise those expectations which were generated by the Government of hon gentlemen opposite; in their admission of British Columbia into the Confederacy, I say, at the same time, that we endeave not merely to keep the national, obligations. but we ventured, to a great extent, our own political existence as administrators; we risked our political position for the sake of carrying out to completion, in the best way possible, the course which hon. gentle man opposite had promised should be taken." The hon. gentleman alshould gentleman held that the honor and good country. The Government were needed in of office had ended, that nothing that had faith of the country were pledged to the con-fastated, to have the profiles all ready in of office had ended, that nothing that had been in the power of the Ministry, of which January. They were, however, despatched been in the power of the Ministry, of which been in the power of the Ministry of Par- in sections as soon as they could be he was the head, to do, had been left undone

to carry to successful completion the colicy. and to which his predecessors had commit-ted the House and the country. He said: "Our proposal was this: We endeavored, in the first place, to obtain some modification of the terms. We despatched an agent to British Columbia, and Lord Carnarvon ultimately offered his good services, in order to arrive at some understanding with that Province; and we reached the understanding that we would endeavor to build a railway from Lake Superior to the Pacific Ocean b 1890; that we should expend a certain amount per annum in British Columbia the surveys were completed and pted. The line sufficiently to never enable line adopted. surveyed 118 to reach that conclusion till last year, and, a soon as we had information sufficient to guide us; we adopted the Burrard Inlet route, and immediately advertised for tenders for the construction of that line. The hon, the Minister of Public Works has spoken of our departure from the former terms of the construction of this road. Now, what was this departure ? We had precisely the same provision of land, and equivalent as to money only, instead of \$30,000,000, we named \$10,000 a mile, which would have amounted to \$26,000,000, and two-thirds of the land was to be controlled by the Government in We also respect of sales and management. We also then provided that, in asking for tenders, we should invite tenderers to say upon what additional amount they would require a The guarantee of 4 per cent. for 25 years." der Bay and Selkirk, with a view to get a road opened into that country, it was with the determination to adopt this method, and I exthe mea plained this several times during my dministration. We intended, when we had obtained full completion of the surveys, and finally adopted the route to the ocean, through British Columbia, to endeavour to place the entire work from Lake Superior westward under contract-the contractors as uming the expenditure already incurred and allowing themselves to be charged with it as part of the \$10,000 a mile to be paid to them on the contracts for the entire line. The hon. gentlemen opposite, and the whole country, are aware that we solicited tenders struction of the Canadian for some months upon this ind, before hon, gentlemen opposite came ground, before hon gentiemen opported into office; also that Mr. Sandford Fleming, the Chief Engineer, was instructed, while in London, to place himself in communication with contractors and financial men, and also to obtain the assistance of Sir John Rose, who, in many things, active, energetic and patriotic agent of the Dominion, with a view to of the Dominion, with a scheme." We found the press of E indifferent, if not hostile, to indifferent, if Loay mention mention incidentally that al approve these efforts, the hon, gentleman was. I think never called upon to lay upon the table o the House any correspondence that took place between his Government and these entirely nitalists and contractors, and which did not ult in their obtaining a contract.

Hon. Mr. BLAKE-Did he ever refuse?

Sir CHAS. TUPPER-He never was asked anything so uttenly at variance with the first principles of government as to bring down correspondence that could be attended with no possible benefit to the country, but be emely embarrassing to the Governm in its operations.

Hon. Mr. BLAKE-That is the true reason Sir CHAS. TEPPER-I do not hesitate to say that a more unfortunate precedent in my judgment could not be set than for a Governwith the Prime Minister of England. ment to enter into negotiations with capital. ists to ascertain how far they could be pared to take up a great work and carry it to Hon: gentlemen know we were then oblige completion and then bring down the corre-spondence, which could only reflect on to confess we were not able to bring to com pletion any great scheme for the construc character and standing of tion of the railway. I venture to say w gentlemen interested, and render gentlemen thought we made some impression on in future, in similar cases, cautions how far they would discuss negotiations with a Gov-Imperial Government while in England. think my hon. friend the leader of the Oppo erament which would later give publicity to sition, who has sneered at our statement that we had obtained the sympathy of the those negotiations. The hon. gentleman further said ;--- "But I am informed that, English Government in relation to the Ca nadian Pacific Bailway, will find a strong notwithstanding all our efforts, we signally failed in obtaining one single offer (there was one imperfect offer made) for the conperreboration of our assertion in the intell gence received to-day with regard to the a struction of the railroad on those terms which were the grant of 20,000 acres and Office have done what they never did before \$10,000 cash, per mile, with a guarantee of 4 published authoratatively a document recor per cent upon such balance as might be represented as necessary. No terms could be more explicit ; it would be difficult to menmending Canada as a field for emigration (Cheers.) I do not know whether the hon yet the hon. gentleman seems to expect, by his speech, that the colonization scheme, with the 100,-000,000 instead of the 50,000,000 acres and \$30,000,000 current money, is somehow or other to succeed in getting the road built. His own remarks showed to-day that it is ut-terly useless at present for him to expect British railway contractors, or great financial firms to engage in any railroad rprise on this continent. Much of this is due to the want of confidence which he tells us is experienced in financial circles in Britain, and a great deal is due to the unwise legislation in Canada and the Provinces with respect to railway lines, and to the fact that sign capitalists have obtained little or no return for the money they have laid out in this country. I have made up my mind long ago that it will be exceedingly difficult for a lation of 4,000,000 so to conduct financial transactions connected with the building of that railroad of 2,600 miles, across an unknown and almost untrodden continent, in many places extremely difficult. I frankly many places extremely difficult. I manary say now, after my experience in endeavoring to accomplish something in that direction, that I fear we shall be in the of the new Ministry were of the most liberal character in relation to Canada. My hon. friend will also permit me to inform him the advent of the Liberal Governthe hon. gentleman, I suppose, was sincere. I suppose when he made this utterance it cotion with a number of members of the was made in all frank stess. The House will present Administration, and have impresent pacted to see spread over the hon. gentle-man's countenance on learning that all that he lamented he had been unable to accom- of the great Canadian. Northwest, so man's countenance on learning that all that he lamented he had been unable to accom-plist in the official position he occupied in the House his successors were in a position to Honse, his successors were in a position to present for the consideration of the House. I frankly concede, and in doing so 1 only do. instice to the sincere, able and energetic efforts of the hon_gentleman, that he did all that lay in his power during his term of administration to put this great werk upon such means by which the condition of Canadministration to put tims great work upon the foundation upon which Parliament on two separate occasions, and the people, had affinited it should be placed, namely, that the work should be done by a private company, aided by grants of land and money. But, ASTROKE OF GENIUS, sir, the hon. gentleman stated on another occasion that "it would have been very easy ever shown by any Minister was that which he to commence to grade the road and so keep within the terms of the Union Act. But I scorned to practise any deception in the Canada had in their own country, by stating matter." I assume, throughout, that the, that parties with means, desirous of emigra matter." I assume, throughout, that the that parties with means, desirous of emigra-hon. gentieman was acting with en-ting to this country, might select able and ting to this country, might select able and ments made to the House as to his great desire to advance this great national work, he was giving called utterance to his sincere opinion to the opinion that, whether sitting on one side of the House or the atter sitting on one side of the House on the other, that is the act. The whole sentiment of he would be prepared to give an equally Great Britain in relation to this country has would be prepared to give an equally ous and hearty support to this pellor. zea ous and hearty zea ous and hearty support to this pellor. But in 1878 there was a general election, the result being that my Right hon. triend was again charged with the important duty of administering the public afduty of administering the public af- entirely different position from that which it fairs of this country, and again brought eccupied a year before. face to face with this great work. We Hen Mr. MACKENZIE-On Hanlan's ac-

carry at all events the work unattraction to completion, and so super it as to make it effective for the ol jects for which it was designed.

A NEW POLICY NOT POSSIBLE.

erest he can excite in the sporting world gives Canada greater importance in England We, therefore, were not in a position to effect stated a moment ago, that in 1879 Parlia y change of policy, as hon. gentlemen op-site will see, but we came to Parliament to ment placed at our disposal 1,000,000 acres of land and I have already intimated that we reaffirm the policy of utilizing the lands of the Northwest for the purpose of obtaining the were not able with that grant to arrange for any complete scheme for the rapid construcconstruction of that vast work. There was tion of the railway. In 1880 we again met every reason in the world why we should the House, and we met it with the same adopt that policy in the first instance, and policy we adopted the year before, which was return to it afterwards. Every person to fulfil the obligations devolved upon u through the acts of our predecessors. knows that the development of this great territory was concerned in this gigantic Although we had not propounded the policy undertaking, and that, irrespective of the of carrying on this work by the Government, question of the connection of British Columwe took up the work as we found it. bia, the progress and prosperity of Canada placed under contract the 127 miles of road which the leader of the late Governmen were to be promoted by the construction of the Bailway. We also telt that inasmuch as had announded it as his intention to build those lands were, as the leader of the late which he had assured the people of British Government truly stated. desert lands, not-Columbia he intended to h withstanding their fertility and enormous under the terms with Lord Carnarvon, h extent, and practically as useless as if in a was bound to place under contract. foreign country, so far as Canada was con- we met Parliament with the statement that cerned, unless they were developed, and, as we were going on with this work, I think we it was stated their development could only scarcely met with the amount of aid and co be accomplished by completing this great national work, we should come back to the House with our origoperation from gentlemen opposite to which we were entitled I do not wish to say anyto the House with our original pelicy. We were compelled thing that would seem harsh to any gentleinal palicy. We were compelled to take it up as we found it, and go on with an on the other side of the House, but I really do not think the attitude which the it as a Government work, and make the work apon which so much had already been ex-Opposition assumed towards this Government, when we were only carrying out the pledges which they themselves had given over their signatures as Ministers, by their pended of use to the country. We asked the House to place at our disposal 100,000,000 of acres for the purpose of covering the expen-diture in connection with the railway. We otes in Parliament, and by their declarations of policy in this House, in country and to the Imperial felt that by that means we should obtain ns of recouping to the Treasury ernment, was justifiable. As we were only every dollar expended on this work. carrying out what they proposed, we had a right to expect to be He gentlemen also know that we proposed to obtain the co-operation of the Imperial Gov-ernment. The hon. leader of the Opposimet in a manner different from that in which we were met by them. tion occasionally indulges in a quiet sneet at the result of the efforts of this Govern-THE LIBERAL CHANGE OF BASE. ment to interest the Imperial Governmen

Hon. Mr. BLAKE-You go by rail.

The leader of the Opposition moved in this enterprise. Now, it is very well and in making this motion he sub-mitted a resolution directly in an known that armed by this House with the power of utilising 100,000,000 acres in the Northwest, if they could so secure the contagonism to the policy of the Governmen which he supported, and to his own recorded Pacific atterances on the floor of this house, that we Reilway, my right hon. friend the First Minister, the Minister of Finance hould break faith with British Columbia and with Lord Carnarvon, and that we should and myself went to England in 1879 I do not intend to lay claim to any give, I was going to say, the lie to Lord)ufferin, who stated on his honor as a man great results from our mission as regards the that every particle of the terms of agreemen railway, but I think I may claim credit for a with British Columbia were in a state of fair measure of success that attended ourliteral fulfilment. The result of the moving efforts, if not our joint efforts, in regard to of this resolution was to place on the business of our respective departments. records of Parliament, England of 131 to 49 that good faith should be kept Can with British Columbia, but that we owed i ada. Very suddaaly, however, a very striking, a very marked change took place when Earl Beaconsfield, the Prime Minister o Canada to take up this work and prosecute it in such a way as we believed was abso-lutely necessary in order to bring it within constield the Prime Mi of that day, stated openly and in public, the such limits as would enable us to revert to enormous value of the great Northwest of Canada. I do not mean to say he was the original policy of building the road by means of a company aided land and money; and had we not pla statement but at all events he was entirely accurate in that section under contract in British Columthe remark that the most lively imagination bia, had we not vigorously prosecuted the could hardly over-estimate the enormous 185 miles wanted to complete the line bevalue of the great Northwest, and the invittween Lake Superior and Red River, ing character of the field it presented to the would not have been able to stand here to riculturalists of every part of the world. day laying before the House the best propo From that day to this every person knows sal for the construction of the road that ha and instantaneous nature of the ever been made to this Parliament. (Cheers.) change that took place in English public Well, sir, 1 will give in concluon, and in the amount of attention and sion the utterance of the hon. the leader of the late Government at nterest concentrated in the Northwest. The people of this country owe to my right hon. the last session of Parliament. riend this great, beneficial change, brough " I shall not for a moment depy that we in-tended to carry out the terms of the arrange-ment with Lord Carnarvon, and nothing but about through his personal communication

the want of means would have prevented us from accomplishing that orject, an object which could not but be desirable to any one tho wished to see our trade entended Not merely that the obligation under the Carnaryon terms, but that the interests of the country rendered it desirable that the policy should be carried out. " No one wh looked to the desizable extension of our business across the continent could avoid seein that if such an extension could possibly obtained without too great sacrifice it would

in itself be desirable." Sir Jehn A. MACDONALD-Who said that SIR CHARLES TUPPER-The leader of the ate Government at the last session of Pau The hon. gentleman further said Our policy was this : We believed that th Railway was undertaken as a great national highway from one end of the Do-

over the Get cian Bay pranci Sir CHARLES TUPPER-My right hon. friend says he rows in the same boat as we. I may and over the Pembina branch of 85 miles as rell. The hon. gentleman further said :say I am satisfied of this: That all the in-This would make the total \$26,000,000. which add three millions for surveys rding to the plan and the hon. gentle n's statement, it would make \$29. 00.000 ng \$1,000,000 to be devoted to the east end, to pay the greater portion of the the Canada Central Railway Government could have ob invite the hon. gentlean's attention to this statement, because it othes us, as far as he could, with his apoval of the dealing with this very matte w, sir, we have accepted an offer,-a better ler than that contained in the hon. gentlean's proposal, as I will show the House in the most distinct and conclusive manner nd I claim from the hon. gentleman that upport to which I considered he was pledged give to this scheme. I did not suppose hen the hon. gentleman in his place as ider of the Opposition, stated that if the uld, and which Government would do a certain thing, he would support them, that when they did withdraw that support. hè would he would withdraw that outputteman, read that statement of the hon. gentleman, who said he would seorn to use any deception; I believed it, and accepted it, and hold him to it, bound as he is by this declaration. When I have shown this declaration. When I have shown this House, as I will, that our terms-the terms which we have laid on the table of the House, are much within the terms he pledged himself to support us in (cheers), I will claim from the hon gentleman the fulfilment of his pledge. The hon. gentleman said the Government did not have any offers made them. Well, sir, why did he not get any the offers? It was because the position of this Gov. country was such for five years as to make it

> offers in that direction ; and, sir, when, under the influences to which I have adverted, the whole tone of the press of England changed. when a large body of people, the best class of emigrants that can come to this country flowed in, alive with excitement with refer ence to the Canadian Northwest (hear, hear and applause), when, sir, a movement, such as never previously took place, was occupy-ing the attention of capitalists as well as emigrants in England with relation to the Canadian Northwest, and when, under the fiscal policy propounded to this House by my hon, friend the Minister of Finance, th whole financial position of this country was changed, when commercial presperity again, under the influence of that change in the fiscal policy, dawned upon Canad (cheers); I say, sir, when the Government of Canada were able to present themselves to capitalists in this country or the United States or in England, and show not that year after year they had to meet Parliament with an alarming deficit, and were unable to provide for it, and were adding from year to year to the accumulating indebtedness of the country, not for the prosecution of public works that were going to give an impetus to our industries, but merely to enable the ordinar expenditure of the country to be met,-when that all this was changed, the aspect of affairs in relation to this work was changed When, although under the previous condition of things, my hon. friend opposite could not obtain offers in response to the advertise-ment which he published all over the world. why, sir, the hon. gentleman might fairly assume that we could not obtain any offen either, but, as I say, under a changed policy and when the Government had successfully grappled with the most difficult portions of this great work, and shown to the capitalists of the world, under the au-thority of this House that 190,000,000 acres of land were placed at our disposal for the prosecution of the undertaking, that we are not afraid to go on with its construction. or afraid to show that the construction of the Canada Pacific Railway was a work which however gigantic in its nature, howeve onerous an undertaking was involved in the

_ b

He said:

work, or however onerous the liabilities imposed, was capable of fulfilment; when notwithstanding all this, we showed that we were not afraid to go forward and prove to the capitalists of the world that we ourselves had some confidence in this country and in its development, and that we were prepared to grapple with this gigantic work, the aspect of affairs was wholly changed.

GOING BACK ON THE RECORD.

Well, sir, under these circumstances private company, aided by a grant of me Government submitt their polic on to the other, and that whatever ter to Parliament, and they were met by mination we make of it, near Lake Nipissing obstruction last session, they were met by a complete change of front on the part of the Opposition in this House ection with sor other lines, and we provided for paying a ubsidy to some connecting lines east and the country. The mea who had for five years declared that they were prepared to construct the Canadian Pacific Bailway as a Georgian Bay. Our object was that ave, a from the waters of the Georgian Bay, to have a connection with the Quebec lines through the Canada Central, as a connecting medium." public work, the men who had pledged them. selves to British Columbia to construct it as a public work, and who had in this House "Our plan would form a through in every way that men could, bound themselves, called a halt in order to obstruct line to the Ottawa Valley, notably and notoriously the shortest line to the east from the Government, when we took the only means by which we could remove the diffi culty which had prevented the hen. gentleman from obtaining any offers in reply to the advertisement that he had sent all over the plan, and the President of the Council is not country. I hold the advertisement in my hand. It was published on the 29th of May 1876, and it says that "they invite tenders to be sent in before January, 1877, under the provisions of the Canadian Pacific Bailway ver Act, 1874, which enacts that the contractor for its construction and working shall ceive lands or the proceeds of lands." Mark the words "lands or the proceeds of lands." They were not only to receive the lands, but they were to receive, if it were thought de-sirable, the proceeds of the land. Hon. Mr. MACKENZIE-The hon. gentlema is not fair in stating that. I am surprised he should make the statement, for if he looks at the Act he will find that the arrangement was for the Government to sell two-thirds of The hon. leader of the Opposithe lands and then to offer the proceeds to the contractors. Sir CHARLES TUPPER-I am glad that th hon. gentleman has reminded me of it, for we leave the contractors to bear the entire. cost of disposing of the lands, whilst the hon. gentleman undertook to pay the cost of deal o give the proceeds to them without any deduc-tion in the price. I am glad that he has mentioned it, because it shows how much that he offered in this advertisement. Then was under the impression that he had done tract, and the Act requires parties tendering to state in their offers the lowest sum, if any, per nile upon which such interest soll, if any, per nile upon which such interest will be required." That was the tender sent out, the advertisement that was published all over the world, in Great Britain, is the coun-try and, I presume, in the **Britain State**, and to which no removes we work the believe Thei try and, I presume, in the Entired States, and to which no response was made. I believe, ander the circumstances to thick I have de-vorted, that the time best face, when we might deal with this makes that a best position. I will frankly the base to be that one of the cause that the face of the state ohange in the public sentencies a station to the value of the lands in the lands weat value of the lands tops Railway and been at the statements to publish showed a

owed the value of the prairie lands in the Northwest and the extent to which they could be made valuable for the construction of such lines. It attracted the attention of capitalists to a degree that had a very marked influence un oubtedly upon the public mind in relation to this question. I may further frankly state to the House, because we have nothing to conceal, that when we decided that it wa desirable for us to ask intending contractors capitalists on what would complete and take over the road of the Canada Pacific Bailway, we placed our selves in communication with all the parties whom we had any reason to suppose would have any intention to contract, for the pur-pose of getting their lowest possible offer. As my right hon, friend has stated, there Canadian and American capitalists made proposals for the construction of the remaining portions of the work. The Government proposed to complete the line from Thunder Bay to Bed River; we proposed to complete the contracts that were placed in British Columbia, in the cascade of the Fraser River, and to carry on the line, for it was an absurdity for the terminus of the Canada Pacific Railway to be at a place where ther was only a depth of three feet of water however advisable it might be for a tem-porary purpose. We proposed to complete ultimately 90 miles long of a line from Emory's Bar, to be constructed down to the tidewater at Port Moody, the harbor selected

by the hon. gentlemen opposite as the best terminus for the Canadian Pacific Railway. We are always ready and prepared to give all the credit and praise that we possibly can give to our friends opposite, and we evinced it by the adoption of the place which the mpossible for hon. gentlemen to obtain any hon, gentlemen in their wisdom had chosen asth Hon. Mr. BLAKE-Yes, you said that it was

oremature.

Sir CHAS, TUPPER-I did say that it was premature, and before acting exactly in conormity with that, we believed the Northwest should be examined further before we adopted that route. We considered all the routes, to see which in our judgment was the best, but we thought further investiga tion should be made before finally deciding After doing so, I found, notwithstanding some advantages in the northern route, that we were prepared to endorse the wisdom of the hon. gentlemen as to where the port for the terminus should be. We then got proposals to complete the line from Thunder Bay to Red River, from Kamloops to Emory's Ber, and ultimately down to Port Moody We asked the parties upon what terms they would undertake to build the remaining por ions of the line from Nipissing to Thunder Bay, the distance being about 650 miles Ve asked also upon what terms they would undertake to complete all the line from Red River westward to Kamloops and take over and run the whole road. Hon. Mr. MACKENZIE-Will you place a

opy of these propositions as you made them pon the table ? Sir CHAS. TUPPER-Yes, I have no obje

tion to de so, but it will give the hon. gen-tleman no additional information to what I have already stat d as having been de-Hon, Mr. MACKENZIE-And also the name

f the parties to whom it was made? Sir CHAS. TUPPER-I may say to the hon entleman that it was communicated.

Hon. Mr. MACKENZIE-Not by public adertisement like mine. Sir CHARLES TUPPER-It was not, and I

hink we could have taken no better means f defeating the object we had in view than the very course that the hon. gentleman had aken. It was enough to from looking at us, seeing that no offer could e obtained. We took a

A WISE PLAN.

which has been crowned with success. By placing ourselves in communication, with paries who were likely to make any propositions we have the pleasure now of laving before the House a proposition to which in its character and details I shall invite more closely the attention of the House in com parison with the proposal previously made. I have stated to the House that the contract which is now laid upon the table, and which this resolution asks the House to adopt secures the completion and the operation hereafter of the Canada Pacific Railway by a

mate laid upon the table last year, and I will road, stimates upon which the money had been oted for the construction of the railway had een exceeded

Hon. Mr. MACKENZIE-Which contracts ? Sir CHAS. TUPPEB-All the contracts beveen Thunder Bay and the Red River. Hon. Mr. MACKENZIE-Does the hon. gen leman say that he prepared these contracts,

and that they were prepared in his time? Sir CEAS. TUPPER-I say that we twice the terminus. stponed the advertisement in order to get

he most specific details. Hon. Mr. MACKENZIE-What I wish to and the time when they were received? Sir CHAS: TUPPER—All I can say is that was dealing with the Burrard Inlet route, beovernment and our entering into office we was the best.

the table of the House-

WHAT THE COMPANY WILL PAY. \$28,000,000-covers all the

that has been speat up to the present time, and all the money that in our judgment, in the light of the work that is now proceeding, will be required to complete it as required by the contract on the

Hon. Mr. ANGLIN-The Yale-Kamloops

section? Sir CHARLES TUPPER-The Yale-Kamloops ection and everything. I have already tated that the amount that is put in for engineering, apart from the construction, is 1,600,000, and I draw that as a distinction between the \$3,000,000 extending over the range of the Canada Pacific Railway generaly, and which has no relation whatever to the ost of this particular work that we are now handing over, as they have no relation in this sense, that they do not appertain to the construction of that particular work.

Hon. Mr. BLAKE-They were part of the expense of finding the route on which the road was to be built, and therefore part of the cost of it.

Sir CHAS. TUPPER-If the hon. gentleman will look at the Canadian Pacific Railway Act of 1874 of his hon friend Mr. Mackenzie he will find that it distinctly states that the surveys are not necessarily to be paid for by parties entering into the contract.

Hon. Mr. MACKENZIE-It save that is a atter to be provided for after the contract s entered into.

Sir CHAS. TUPPER-I stated frankly that the laws provided that it might or might not e a charge on the contractors, but when it was left in that way it was not likely to be

charge on them. Hon. Mr. MACKENZIE-It is a charge on the Ountry at all events. Sir CHAS. TUPPER-This estimate which

has been laid upon the table does not include the cost for surveys that a year ago I sepa rated from the \$80,000,000 required for the Canada Pacific Railway, but it does include all the other expenditures, as we believe that it had been made, and all that will be inolved in order to bring that work to con

etion. I will now draw attention to the stimates of the centract as laid on the table f the House. The estimated distance, and he distance which is contracted for and which is binding on the contractors, is 21627 niles, and I may state that, suppose the con ractors were to change the route, suppos ney were to go north of Lake Nepigon stead of south of it, and add fifty miles to the ength of the road, they would not receive an

additional dollar over and above the amount stated in the contract. Sir Albert Smith-Suppose they shorter

Sir CHAS. TUPPER-If they shorten it I shall

e very glad to find that they do, and they will receive the amount stated in the con-tract if they do. We have chained the route as I say, and the distance is 652 miles. but it is not very easy to locate a railway for construction anite as short as th act as he might have been he scouted the idea, and said there was no difficulty whatchained distance. I think that will be ever, and that the contract was not abandoned readily understood. I will now take up the contract all these propositions in the order in which they have been laid on the for any such reason as was alleged. Mr. MACRENZIE-I could only state what the Engineers stated. Sir CHARLES TUPPER-I have no doubt, table in this House, the order in which they have been voted by this Parliament.

the Fembina branch survey, which | was great to reduce as low as possible the was estimated at \$1,700,000. I may state this estimate which I have laid upon the table differs in some measure from the esti-House, for what I submit is a degraded tell you frankly why. We stated that we had made our calculation upon the outside show? The hon. gentleman got this Parliawas \$80,000,000. I now estimates. We determined not to be in a ment to vote him for the construction of 2,627 osition to have to say to the House that the miles of the through line from Lake Nipissing to Burrard Inlet, for 85 miles of the Pembine branch and for 85 miles of the Georgian Bay branch-2,797 miles-all of which are contained in the Act, and all declared to be treated on the same terms, and entitled to the same amount as if they were on the main

> Hon. Mr. MACKENZIE-1 was not aware that that Act declared Burrard Inlet to be

Sir CHARLES TUPPER-The hon. gentleman ought scarcely to interrupt me with a captious objection of that kind, which has know is whether the specifications were changed between the issuing of the tenders and the time when they were received? A definite route, and he knows also that he before we sent out the specifications or en-tertained tenders at all, in addition to the time that elapsed between the change of decide that the Burrard Inlet route, se-should decide was best, and he did decide that the Burrard Inlet route, se-The hon. gentleman wice extended the time for receiving tend- should not, therefore, interrupt n twice extended the time for receiving tend-ers, so that the specifications might be made with sufficient accuracy. This estimate, that is now prepared by the present engineer, and which I have laid on the sufficient accuracy. that with the shortest route-

Mr. MACKENZIE-No.

Sir CHARLES TUPPEE-The shortest route because if the hon. gentleman takes any other practicable route he will increase listanc

Mr. MACKENZIE-No.

Sir CHARLES TUPPER_Yes. Mr. MACRESZIE-Not the shortest. There re shorter routes.

Sir CHARLES TUPPER-I come to the Actthe law put on the statute book by the hon. gentleman himself-the authority that this Parliament gave him to construct the Canadian Pacific Railway and what does it enact? It says 2,797 miles, including the main line and branches, he got voted not by estimate but, by authority of a statute to use \$10,000 per mile for that distance, which is \$27,970,000; that on this and he got authority to give 20,000 acres o land for every mile of that distance, which amounted to 55,940,100 acres. Hon. Mr. BLAKE-Not on every mile.

Sir CHARLES TUPPEB-On every mile, as the n. gentleman will see by the Act of 1874. Hon. Mr. BLAKE-I thought the contract r the Georgian Bay branch was not based

on a land subsidy at all. Sir CHARLES TUPPER-This was Mr. For er's contract, which gave 20,000 acres of and, and if the land could not be got along the line, it was to be taken anywhere else in the Dominion.

Hon. Mr. MACKENZIE-We do not own the and there at all.

Sir CHARLES TUPPEE-It had to be got in the Northwest. Hon. Mr. MACKENZIE-That is perfectly

well known. Sir CHARLES TUPPER-The contract make

a doubtful question whether it could be btained from the province of Ontario or not. At that time the hon. gentleman had some opes of acting on the sense of justice of the vince of Ontario, and he might have obtained some land from them.

HOR. Mr. MACKENZE-Formal application vas made as made. ______ Sir CHARLES TUPPER-Yes, but not success

fully; that Act also provides for four per cent. on such additional amount as would be equined by the contractors in order o build the road. The hon, gentle-nan published his advertisement for six months without getting any responses. Now, how shall we arrive at the amount that was to be paid, in comparison with the other con-tract? There is a very satisfactory mode. The hon gentleman let the contract for 85 miles, and although I am prepared to admit that that portion of the road is more difficult f construction than a great deal of the Pacific Railway, still the hon. gentleman will not deny that it is a very fair average. Mr. MACHINZIE-I do.

Sir CHARLES TUPPER-Then, sir, I have lost onfidence in the hon. gentleman altogether. Has the hon. gentleman forgotten that when the Foster contract was cancelled, and we stated that he was not as wise in letting this

when the hon. gentleman made that state-ment, he believed it to be the truth. If the

hon. gentleman will look at the line north of Lake Superior and examine the character of

a considerable pertion of it, and then exa-mine the character of the line from the can-yons of the Fraser River or from the foot of

the Rocky Mountains and thence to Kam-loops, Emory's Bar and on to Burrard Inlet, I think he will agree that the Georgian Bay

ranch is a fair average of the whole line.

When the hon. gentleman' advertised he obtained a tender from Mr. Munson, of Bos-

ton, at four per cent on \$7,500, while the Foster tender was four per cent on \$12,500,

and the other tenders were vastly beyond that sum. Mr. Foster became pos-

that sum. Mr. Foster became pos-sessed of the lowest tender—that is, Mr.

Munson's; a contract was made with him, and that contract I have in my hand. You

will find that it provides for paying Mr

Foster \$10,000 in cash per mile, 20,000 acres of land per mile, and four per cent for

25 years on \$7,500. But I must remind the

House that after Mr. Foster had gone to New York and exhausted every effort he could make in England, he found he could

not get a capitalist in the world to invest a dollar in his contract; so that when I take

that contract as a fair average of the cost to be added to the amount for which the hon, gentleman had authority from Parliament

o use, 1 think I have taken an average

which every business man will admit is a moderate one. The interest, at four per cent on \$7,500 is \$800 a year per mile, and

adding that to the amount I have stated, and on the 2,977 miles we have \$20,977,500.

Hon. Mr. BLAKE-Why do you capitalize

Sir CHAS. TUPPER-I don't capitalize at all,

cent, on \$7,500 is \$800 a year per mile.

ad ourselves then called upon to deal count!

with a work upon which a large amount of public money had been expended, and in a way that would prove utterny useless to the Sir Jantes Tupper-Hanlan is an agency it that do not at all despise. Sir Jeny Macponalp-He rows in the same Sir Jenn Macdonald-He rows in the same intry unless measures were promptly boat as we.

gentleman (Mr. Blake) has seen the new -day or not, but I am quite sure that as a patrictic Canadian he will be glad to learn shat the London *Times* announces the Imperial Government has promised to bring t must be placed in conn down a scheme of emigration, assisted by the Canadian Government. So the hon. gentle-man may feel he is not quite in a position to speedily as possible, a railway repeat, what I am rather afraid was to him a gratiging infimation, that the present Cana-dian Government had entirely failed in their negetiations.

of that Government. The Colonia

accurate in all his

THE VISIT TO ENGLAND.

Hon. Mr. BLAKE.-Allow me to remin my hen. friend that the present Imperial our western territories. Hon. gentlemen ep-Government is Mr. Gladstone's, and the Gov ernment with which he and his colleagues had interviews with the Beaconsfield Governposite have given up all the advantages the the Province of Quebec and the Provinces east of that would have derived from our ment.

Sir CHAS. TUPPER .- My hon. friend will pparently at all disposed to avoid cheering pennit me to point out to him that he is strengthening my argument. From this very aself because he adopted this course he deliberately injured his own Province and now laughs at the injury he has done." place last session, I stated that instead of this Government feeling anxious in conse-The hon. gentleman will be ve glad to find that the President of the Cou queace of the change of Government in England, we were advised and were of the cil, who on this side of the House invariably pressed in the strongest terms the prosecutio of the eastern link with the Canadian Pacific Railway, is able now to cheer himself not only upon the attainment of the line to Georgian Bay, but on the steady prosecution t.)I need not say to the ment to power the Right Hon. the Premier, that in what he said and anticipated, my hea. triend the Minister of Agriculture of a line connecting the great provinces of Quebec and Ontario and all the eastern provinces, by the shortest and most availabl cation with a number of members of th means with the tertile territories of the Northwest. upon their minds the importance to the Em tion has indulged, as is his wont, in a good many sneers on this subject. He taunted our Quebec friends on this side of the Hou with having been left out in the cold, and with having been sacrificed. I trust, sir, that now these gentlemen are in a position to receive these taunts with a good equanimity, they will find the hon. gentleman as ready to consider what the interests of thi great eastern section of the country are, as he was when he supposed that they had not obtained the justice which he thought they ada might be greatly changed in relation to were entitled to receive at our hands. hon, leader of the late Government said he

for Quebec everything reasonable and proper per, and he was quite willing to contrast i with what hon, gentlemen opposite had exhibited when he adopted the policy of showing the confidence the Government of done. He asserted that their plan promised well for the prospects of the great cities of the St. Lawrence. He confessed that after hon. gentlemen opposite had committed themselves to the building of this road, the late Government were bound, as their successors, to give effect to the plan if possibl and they tried their best to do so modification of this plan was all in favor o parties tendering. I have stated to the House that the modifications of the plan of the hon. leader of the late Governmen greatly extended the consideration given to contractors, and he says in his own terms they were all in favor of parties tender-

ing; therefore it should have produced tenders, though it failed in this respect. THE COST OF THE M'KENZLE SCHEME The plan of the late Government provided

for the payment of \$10,000 per mile for over 2,600 miles of road. It provided more. It provided \$10,000 in cash per mile not only extending over 2,627 miles of road, but also

nd lands upon the most tavorable termsthat have ever been submited to this House, or that have ever been provided by any person in this country for the purpose of securing that object. I will give the data and the definite information for the grounds on which I base that statment. I may state that I have had a careful estimate prepared and have laid it upon the table, of the amount

of money required to complete all the road now under contract and those portions of the road that are to be constructed . by the Government, and it amounts in round figures to \$28,000,000

Hon. Mr. BLAKE-Is that inclusive of all that has been spent?

Sir CHARLES TUPPER-It is every dollar of xpenditure that will come out of the Treasury of Canada for the existing contracts and for the completion of the road that is to be built by the Government.

Hon. Mr. BLAKE-Are these figures intended to represent the total cost of these works ncluding what has been spent?

Sir CHAS. TUPPER-Every dollar of expenliture. It will be remembered that a year ago I made some remarks in this House, and I am told that some hon: gentlemen would like to have copies of the speech that I made on that occasion. I can only say that so far as the limited supply in my hands will enable me, I shall be very glad to comply with their wish, because I am not at all unwilling that they should read, mark learn and inwardly digest its contents, and, them further than that, even with that po hold me responsible for them.

Hon. Mr. BLAKE-I thought I had heard much of this before. Sir CHAS. TUPPER-The hon, gentleman

says that he has heard it before, but I have mainly occupied the attention of the House with the more eloquent and able statements disposing of two-thirds of the land, and then give the proceeds to them without any deduc-I had done him some justice, but after that reminder I will give the House directly some mentioned it, because it shows how much greater than I am stating were the terms | y receive with more pleasure than anything of a more original character. I may say it goes on to say :- "Or the proceeds of the to the House that we submitted to the them to command the money markets of the and at the rate of 20,000 acres and cash House the estimate of the chief engineer. It at the rate of \$10,000 for each mile of was published in a pamphlet which was used railway constructed, together with interest in the debate. The hon. gentleman, a short at the rate of 4 per cent. for 25 years from time ago, repeated the words I used in regard the completion of the work, on any further to the character of the road, by stating that the completion of the work, on any further sum which may be stipulated in the con- it was a degraded road. That was literally and specifically correct, for I stated to the House that in the position the Government then were with this gigantic work in hand, obliged to deal with it as a Government work, we felt compelled, after constructing the road to the Bed River as a first-class read, which we had carried out in accordance with the specifications and plans of my hon. friend opposite, to carry the road across the prairie, of the very cheapest description of wead that would answer for the business of the country, and be in the first instance a colonisation road. The House will rememthe work done in the mode in which we subsequent five years of the late Adminis-proposed to deal with it. This included the money required for the roat and the money required for the roat and the money expended upon that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required that last year, when I was in the money required the money required that last year, when I was in the money required the money required that last year, when I was in the money required the money required that last year, when I was in the money required the money

Ba No B

Sir Un B. Turpen Tes. the \$84000.0004in.

/ . A GOOD BARGAIN. will take up the proposition of 1873, the au-

hority that Parliament gave to the then Government to secure the construction of the Canadian Pacific Railway. It was a cash subsidy of \$30,000,000 for the 2,627 miles (1 am putting the mileage upon the present route for the purpose of contrast), and the land grant of 50,000,000 acres,-20,000 acres per mile for the Pembina branch, making 1 100,000 acres, and 25,000 acres per mile on 120 miles for the Nepigon branch, makin 3,000,000 acres; so that Parliament in 187 voted 54,700,000 acres. If you estimate the land at some particular value for the purpose

of comparis Hon. Mr. BLAKE-Hear, hear.

Sir CHAS. TUPPER-Call it one dollar acre, and I am sure that, unbelieving as my hon. friend the leader of the Opposition is and wanting in confidence as he has induced the leader of the late Government to become in the value of these lands, I am almost sure that, with the help of the Globe, I could work them up to the belief that these lands are worth a dollar an acre. I despair of getting tent assistance, but I hope to bring them up to the belief that these lands are worth dollar an acre. For purposes of comparison then, we will call it worth a dollar an acre. This Parliament voted in land and money subsidy of \$84,700,000, and placed it at the disposal of the Government for the construc-tion of the Canadian Pacific Bailway. How has that proposition been treated? Why, sir, as I have stated, a company was formed.

contract was made with them, under the terms of which they were clothed with all that sum? the powers and means that we could give but it would have be paid in money as the other is paid. Let the hon. gentleman world, and they could not do it.

apply that principle to this \$25,000,000 we are to pay the Syndicate, and he will find Hon. Mr. ANGLIN-I thought it was he who spoiled it.

are to pay the Syndicate, and he will have that it means a very much less sum too. The hon, gentleman will find that by the terms under which Parliament in 1874 authorized the late Government to secure the construc-Sir CHARLES TUPPER-The hon, leader of the late Government has ever since poured unlimited ridicule on that proposition He has always considered those terms inadequate to secure the construction of the great Pacition of the Pacific Railway, the amount to be paid in cash was \$48,947,500, which, with fio Railway. The hon. gentleman on the platform, in my presence, declared that we might as well offer \$10 as \$30,000,000 and be paid in cash was \$48,941,000, which, what 55,940,000 acres of land at \$1 per acre, would make \$104,887,500 the lowest amount, as the hon. gentleman must admit, which could re-present accurately the amount to be expenddian Pacific Railway. From that day to this_not quite to this, but until a few months ago-until the contract was made, ed upon that sch

It being six o'clock the Speaker left the chair.

AFTER RECESS

Sir CHAS. TUPPER, resuming, saia .- Mr. Chairman, when the recess took place I was and the dealing with the question of the amount that Parliament had placed at the disposal subsequent had gone to prove that they were in-adequate; and the hon. gentleman will find that last year, when I was in extremie, when d the money expended upon I was met by hon gentlemen opposite, rais-ing a hie and cy that we were going to ruin this county ity the construction of the rear Yes, the \$84,000,000 in-Canadian Pacific Railway, and 1 hind, sir, that a have made a slight mistake, which I take the earliest opportunity of correcting. I said the distance from Nipissing to Burrard Inlet was 2,627 miles; I must add forty miles

so much 1 istance, making As the which, e elections of 1874, Parliament placed at unreasonable, and assume those lands to be e disposed of the leader of the Government worth, after the construction of the road, \$2 elections of 1874, Parliament placed at unreasonable, and for the construction of the railway, because an acre, the account stands thus as beyou will remember the then Government lo-cated the terminus of the railway, not at the proposition of 1873 placed at the Callendar Station, where it is now and where disposal of the Govern t was first located by the former Govern- \$2 ment, but 40 miles south of that point. the same estimate the value of the lands Therefore, under that act the hon. gentle-placed at the disposal of the late Governman would not only have been obliged to spend \$104,887,500 at the lowest computa-tion, but to provide for the construction on the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles more to bring the same terms, of 40 miles e railway down to the terminus as located the then Government. That will add ernment by Parliament. I think this state-ment ought to be tolerably satisfactory. I stoo,060 in cash, \$300,000 in money at four will now give hon. gentlemen opposite an himself drew for the consideration of the per cent. on \$7,500 per mile for 25 years, and authority as to the cost of this work about House and country, and now it appears has 000 in land at a dollar an acre, or \$1,500,- to be undertaken that I think they will be 00 annually to make the estimate strictly porrect. Now, sir, having shown that Parlia- 1874, Mr. Mackenzie said :- " From that ent had placed at the disposal of point westward it is quite clear that there is Government of my Right Hon. (Sir John for work, that Parliament had placed add the \$1,500,000 to which I have just referred. I now come to

THE PRESENT CONTRACT.

consideration, for a portion of the line from Fort William to Selkirk, 410 miles, the all the judgment and experience that could all the judgment and experience that could which, amounting to 712 miles, when the over as the property of the Company. Ihe total amount expended and to be expended by the Government, including everything, is 28.000,000. The Government have cost to the agreed 28.000.000. \$25,009,000 and 25,000,- the lands, of \$78,000,000. land, making a total acres of ubsidy in cash of \$53,000,000, and in land. stimating the 25,000,000 acres at the same ate that I have estimated the land under the ontract of 1873 and under the Act of 1874, at an acre, of \$25,000,000, or a total amount of 578,000,000. I think, sir, warsanting the statement with which I commenced my re-marks, that these terms are greatly below ny terms that, have previously been sanced by Parliament. The matter then thus: under the contract of 1873 84.700.000: under the contract of 1874 \$104.887.50 with \$1,500,000 added to bring he road down to the point at which nder that act it was to be commenced; under the contract of 1889, . now · laid in the table of the Heuse, \$78,090,000. ow, sir, let me draw the attention of the ouse for a moment, in order to show that n taking the Foster contract as the base of Iculation as to what the cost under the Act of 1874 would have been, if it could have en accomplished at all, it was a reasonable timate, an estimate, in fact, below the nark, to the words of the leader of the late Government with reference to the character of that section. The hon. gentleman said, will be found in the Hansard of 1876 : Because he would probably refer to this atter at another time in the House, he would now simply say this: that what was many newspapers as to engiering difficulties encountered in this rela was entirely fallacious. No difficulty had been experienced in obtaining the grade that was required in the original contract, the gradient not exceeding 26 feet per mile for the country eastward and 52 for the ountry westward. In only two places was here any difficulty in securing these gracountry westward. dients; these the engineers assure me can easily be overcome. The explorations in the liate vicinity of French river show that he line traverses a rocky though net hilly This shows that I have ground country." from the opinions of the hon, gentleman, for my statement that that would be a fair esti-

THE VALUE OF THE LAND.

I will now draw the attention of the h entlemen opposite to my authority with reice to the terms. This may be neces ary, as the position now taken by the Or , as may be assumed from that taken w the Globe, is that it is idle to talk about estimating the land at \$1 per acre, when everyone knew it was worth \$2 per acre. Well, I shall be only too glad if that can

a total of \$90,500,000. If we go the whole pay its running expenses. Mr. Fleming esti- mile; and seventy miles very moderate, at with this great work, regarded as altogether ment which happily we have been smalled what their resources might be, a perfect falle after | length the Globe an acre worth \$139,400,000. ment was \$160,825,500. The present propo-sition at \$2 an acre reaches a total of only compelled to accept. On the 12th of May, no means of rapid communication except by Macdonald) in building a railway, and this por-the construction tion in British Columbia alone would take \$35,000,000, and from the point to the junction with navigation, would prob-

ably be \$100,000,000 or something like that." There is an estimate from the leader of the late Government, the then Minister of which is laid on the table of the House for its Public Works, and submitted to Parliament tion, that central section would coat Pembina branch, 85 miles, and a portion from be brought to bear upon it, that \$100,000,000 Kamloops to Burrard Inlet, 217 miles, all of which, amounting to 712 miles, when the Superior at Thunder Bay to the Pacific whole line is completed, is to be handed over as the property of the Company. The secures the construction of the entire road from Lake Nippissing to Burrard Inlet at a \$32,500,000; thus the ends make up togecountry at the to pay in addition to the timate hon. gentleman opposite placed on THE VIEWS OF ME. MACKENZIE IN POWER.

One would have supposed the member for Lambton would have stood aghast at such an estimate as \$100,000,000 for the portion of the road mentioned, and would have abandoned it as beyond the resources of Cahada. But standing as the Prime Minis-ter, and weighted with the responsibility which rests on such a high officer, he felt he must not shrink from his duty and he stated as to the section in British Columbia, that would cost \$35,000,000, "we propose to prodeed with it as rapidly as we are able to obtain a completion of surveys." He also proposed to expend \$100,000,000 if necessary to connect the waters of Lake Superior with the tidal waters of the Pacific. The leader of the late Government also said :- "We frankly recognize the failure of the attempt to give a fictitious value to lands in order to get English capitalists to take up the railway, but we also frankly confess the necessity of building the railway by direct money subsidies or a combine system of giving both money and land." The hon. gentleman gallantly performed his duty, and did not shrink from the responsibility, arduous and responsible as was his position. He said :-- "We propose to give \$10,000 per mile, and a grant the same as that proposed by the late Government of 20,000 acres, and we invite intending competitors to state the amount for which they will require the guarantee at 4 per cent in man's ability certainly as a special ple order to give them what they may deem a sufficient sum wherewith to build the road. We know that some think \$10,000 per mile higher than I myself, or his general judgment when he gives questions the fair, can-did unbiassed examination which a question and 20,000 acres of land, supposing they like this deserves, but does not always rerealize on an average \$1 an acre, will no build the road. It would more than build it in some parts, but from end to end it is evident it will not build it. The Intercolonial Railway will cost about \$45,000 a mile traversing on the whole a very favorable country. The Northern Pacific Railway in the accounts published by the Company

has cost, so far as it has been carried, that i to Red River, \$47,000 or \$48,000 per mile in

round numbers. That road traverses almost wholly a prairie region, easily accessible, and where materials were easily found, and is al-After all his experience, and after the exogether quite as favorable as the most faperience of a year in opposition as well as of nive years of administration, he undertook to give to the House his estimate as to what the orable spot of any part of our territories, with this advantage, that it was much nearer o producers of supplies than any portion of road would cost, and I frankly confess that I our line except that on the immediate horders of lakes. The Central Pacific we will not touch, as the cost of that road was so themselves as to the character of the work enormous as not to afford any guide at all, pon the several sections from Fort William less," ecause of the extraordinary amount of 10bto Selkirk, and carry out figures elsewhere on the same description. Seventy miles were described as heavy, 226 miles moderate, and the called a railway was by an expenditure of bing connected with it, but judging from the cost of our own railways, we have reason to suppose it will not be possible to construct described as heavy, 226 miles moderate, and 11 miles light; and, inforder to reach the \$121,000,000. He continues ---- "The his line from end to end at a less price than \$40,000 per mile, and it may exceed that by thousands of dollars. Parts of it everal will of course exceed that very much, though on the whole or sections east of the Rocky Mountains something in the neighborhood of that figure will cover the outlay." The eader of the late Government further stated that the road could not be built as a comnercial enterprise, and expressed a desire that the gentlemen who undertook that re-sponsibility should show him how it was might be estimated at \$14,000 per mile, or \$3,000 less than the Pembina Branch; and the second 100 miles I have taken and calossible to construct a railway 2,500 miles ong with a population of four millions, passculated as to the materials furnished by Mr. Marcus Smith, and I do not believe that any ing during almost its entire length through an uninhabited country, and for a still greatgradient can be obtained on that section er portion of its length through a country of to build the road at less than \$20,000 per mile." Subsequent events have thrown very rough character. I am glad the time has come when, in response to the hon. genperhaps a good deal of light on the tenders sent in and contracts undertaken. ~ No leman, we are in a position to show him how that gigantic work can be accomplished and progress was made on the contract, as the upon terms more favorable than any the most non. gentleman knows, and judgment which the hon. gentleman has given as to cost, had nguine person in this country ventured to thereby received very considerable confir-mation. He further said: "We have in ook for, and I ask the hon. gentleman not to forget, now that he is sitting on the Opposome miles a quantity of 39,000 cubi sition benches, that in estimating the cost as yards of earth to move, and all grades steep, Minister he felt he would not be doing his luty if he did not draw the attention of the only kept fifty-three feet to the mile, many of them are fifty-three feet. The average of to the tact that when this road is conexcavation is 16,000 cubic yards per mile. structed We have, in short, 1,600,000 yards of earth to THE LIGBILITY RESTING UPON THE COUNTRY move which, at the lowest price per yard will not be discharged but just commenobtained on other roads, say twenty-five Stonand the average, this of itself will cost \$400,000." • • • "This was almost the exact value of the earth work cing. The hon. gentleman went on to say :- "Supposing it only takes the minimum int estimated by Mr. Sandford Fleming, alone, leaving nothing for bridges, ties, rails, on the supposition that a very much longe \$100,000,000, you have a pretty good appreciation of what it would cost the country, in the end. When you double the debt of the . . . " "From the end of the second hundred miles to Battleford we have country you will not be able to accomplish 377 miles. This is not any heavier on orrowing of the sum of money that the borrowing of the sum of management and would be required to build the road, paying the whole. There are some more formidable bridges, but the line is further off for the the debt and everything else connected with carriage of the rails. I place that section at \$21,000 per mile." I draw the attention of t." The hon. gentlemen opposite last session also enforced very strongly on our attention the fact that if we went on the hon. gentleman to this now, in connecstrongly on our tion with the amount proposed to be paid with this work as a Government work and stood pledged in the face of the under this contract for the central section. As I have stated, opinions which the hon. gentleman has formed after long experience, country and of the financial world to an exas to the lowest amount at which it could be penditure of eighty to a hundred million dolconstructed, are entitled to very great conlars for the construction of the railway, we sideration.

pay \$100,000,000 to build the road. next but that included more than my estimate \$8,000,000 annually to operate it, subject to the deduction of, whatever traffic, the troad for the reason, as hon. gentlemen will see, received, and thirdly, we would have pleasant picture which 'the hon. gentleman \$1.50 hesitates to secure the construction and opthe reductions eration of this road forever at a cost of \$78,-

000,000. My hon. friend the leader of the Opposition, no longer than a year ago was good enough to give the House his opinion as to the cost of this road and the liability that would be incurred, and I invite his attention to his own estimate, as he then gave it. He said :--- "Again, of course, the through and we must remember that after we have spent all the hon. Minister proposes, we shall have not a Pacific, but a colonization road. tirely both ends. What are the ends to cost? \$45,000,000 is, as I have stated, the cost from Edmonton to Burrard Inlet on the west, and from Fort William to Nipissing on the east. The hon. member for Lambton estimates it within ten years from the 1st of July next at a length of about 650 miles and a cost of the es- ther \$77,000,000, the centre and the past expenditure \$42,500,000, making a total of \$120,090,000." And yet the hon. gentleman is startled and astounded, and exhibits the most wonderful alarm when he finds a proposal laid on the table of the House to secure the construction of all that work, which at the cheapest rate was according to him to cost \$129,000,000, for \$78,000,006 [And the hon. gentleman proceeded to say that "besides this enormous expenditure to which he had referred and this agregate he did not know how many millions, interest on which would be six millions a year, they had to consider running expenses which Mr. Flem-ing estimated at eight millions, and which his hon. friend estimated at the gross sum of \$6,750,000 a year for the whole line, or \$4,500,000 a year from Fort William to the Pacific. Of course against this sum was to be set receipts which in some sections perhaps would meet expenditures, but in the early days, if not for a long time, he believed the road would have to be run at a loss." I know that this is an authority for which the leader of the Opposition has most profound respect (cheers and laughter) and I trust that in submitting such criticisms, as in the interests of the country great measure of this kind the country every ough to receive, the hon. gentleman will not lose sight of the position he took in criticizing our proposal twelve months ago. I will again revert to the criticism with relation to the cost, of a more' valuable character than that of the leader of the Opposition No person perhaps esteems the hon, gentle-

> A LIBERAL AUTHOBITY. But I will give the House an opinion which I estimate more highly than that of the leader of the Opposition, and that is the pinion of the gentleman who for five years as leader of the Government of this country, ealt with this great question, and was daily and hourly conversant with all its de-tails, I mean the leader of the late government,

ceive.

now includes for the Pembina branch, and ly in 1874 for the construction of the Canathe heavy expenditure charged to that based upon figures which, compared with eight | branch for workshops, rolling stock, etc., Hon. MA MACKENZIE-Give us a detail of this country.

Sir CHAS. FUPPER-All I can say is, that I took the estimate of the engineer, charging what was fairly chargeable to that road buildings in connection with its operation _______ life than when, notwithstanding the startling statements made by these hon. gentlemen, this therefore placed at \$1,750,000. We now House placed 100,000,000 acres at the disreduce that by \$250,000, because, as I posal of this Government for the pursay, the expenditure we would have had to make immediately in connec-But the House will see that, according to the estimate which I laid on the table last we owed to the country to get along with year and which the hon. gentleman thought branch, a prairie line from end to end, with no very heavy bridging, according to my own estimate last year was over \$20,000 mile, but when it is handed over to the Syndicate, \$17,270 a mile. The hon. gentle man continued :- " This would make make entire cost of the road of Lake Superior, including \$1,440, 000 for the Canada Central subsidy \$100,000 for the Selkirk bridge, and \$300, 000 for engineering on 1,946 miles, \$89,002,-000." Now, there is his opinion. I have shown the opinion of the hon. leader of the Opposition that this work, for which we of the whole Dominion have shown this contract asks Parliament to ed in acting upon the policy that lands place at our disposal \$25,000,000, according to the estimate of the leader of the Opposiotherwise useless should be tion a year ago was to cost \$120,000,000 and according to the estimate, the more mature and reduced estimate of hon. gentleman best qualified to judge on that side of the House, was to cost this country \$89,002,000 in cash. There was no question of land. We were dealing with the lower estimate of the cost in cash taken out of the treasury of Canada, and the estimate of the hon. leader of the Opposition was in round numbers \$90. 060,000. But I am wrong. I am doing the hon, gentleman a great injustice. The case is a great deal stronger. I am not able to show construction of this road was absolutely there is a diversity of opinion between the hon. gentlemen. I find that they worked it necessary to the development of Canada, and pretty nearly to the same figure. I was leav ing out that section north of Lake Superior, but the hon, member from Lambton bring that in and shows that west of Lake Superior from Thunder Bay to the Pacific the lowest the older provinces against that we could build it for was \$89,the purpose of constructing the railway 000.000 in cash. Let us see The Government were sensible of this generwha says about the railway to the head of Lake Superior :- "While from Fort this House in sustaining us, notwithstand-William to Nipissing, 650 miles, estimating ing the fear and the alarm that it was sought. the cost at \$50,000 per mile, would make it \$32,500,000, or a total of \$121,700,000." opposite, when they found themselves in a that these gentlemen are not open to the challenge that on a great public queswhich they had asked the House to give tion their estimates differ, after care-ful consideration, weighing well the responsibility of placing before the them the power of carrying it through. I say the House can understand the pleasure with House statements that were cautious, juditheir representatives to-night, and are en-abled to say to them that by the means cious and safe, upon which the people of this country could safely base their esti-

of these gentlemen agreed a mates, both struction of this work, that we are in a poyear ago to build the Canada Pacific Rail sition to state not only that the entire con way with money borrowed for the purpose struction from end to end, but that the responsibility of operating it hereafter is and expended in cash : the correct es that this railway from Lake Nipissing to taken off the shoulders of the Canadian Gov-Port Moody, Burrard Inlet, could be accomernment, in consideration of some-thing like the cost to the country ished for was \$120,000,0000 to \$121,700,-000. The hon. gentleman continued: "It of \$2,000,000 per annum, not commercing will be observed, if we apply the figures as now, however, but that will be the of \$2,000,000 per annum, not commencing I apply them, that is calculating the expen-diture east of Red River between Lake ultimate cost, assuming that we have to pay for over interest on all the money the synd Superior and Selkirk, that it would be imcate will obtain under this contract. possible to obtain the same character of road we are in a position not only to show that as to gradients and curvature for less than I have estimated. I am sure but to show that out of the 100,000,000 acres have estimated. I am sure of land that Parliament placed two years ag the line stating at our disposal, we have 75,000,000 acres left these figures, and that it would be impossible will take the description of the engineers to construct anything that could be called a with which to meet the \$2,000,000 of expenditure, and that expenditure will be diminished railway, anything better than a tramway for til at no dis ant was \$84,000,000, and yet

mates these at not less than \$8,000,000 per mile, with ninety-gight miles of light insufficient for its construction, without et al. But for the insufficient for its construction, without et al. But for the inter resources might be, a perfect falle insufficient for its construction, without et al. But for the inter inter inter inter inter inter inter its ensures inter its construction, without et al. But for the inter inter inter inter inter inter its ensures inter inte road afterwards. should have thought that this was a known, moreover, to railway authorities that, constructed the kine from Pembina to Sel- I trust I have given to the House sufficient ure for which I could have could considering the difficulties of climate, and kirk, 85 miles. This is a prairie, and a most evidence to show not only that the proposal the support not only of these who ament lands at with the ordinary traffic, the road will require favorable region, and he stated that the renewal, by sleepers and rails every eight amount I submitted on estimate last ment is fitted to their favorable consideration, or ten years on an average." First, we would year was \$1,750,000 for the Pembina branch, not only that it is greatly within the amount votes and by the strongest possible state voted by this House in 1873 and subsequent-ly in 1874 for the construction of the Cana-terms for the construction of this work dian Pacific Railway, but that it is a contract much less favorable, than these embodied in the present contract. those which hen. gentlemen opposite after gentlemen, "we don't like the Co will now devolve upon the company, and all their experience in connection with this remark most libellous and insultin consequently now reduce the estimate to work regarded as altogether insufficient for gentlemen who compose the syndic remark most libellous and insulting t Hon. Mr. MACKENSIE its construction, are far more favorable to Sir CHAS TUPPER-The organ of the hom.

A WEIGHTY RESPONSIBIL

Now, I am bound to say I never felt Citizen!

Sir CHAS. TUPPER-Well, perhaps the Citimore grateful to Parliament in my sen is now the organ of the hon. gentleman opposite. I know that within the short statements made by these hon. gentlemen, this space of 24 hours they were able to take the Times out of our hands by some means-a pose of constructing the Canadian Pacific Railway. I knew that every intelligent "pullman device," I believe, they called it; but, sir, I do not feel surprised. upon the syndicate under the contract. ed that measure as of vital importance to the imputation that the Free Press is then that hon. gentlemen reject with scorn organ or speaks their sentiments-a journal that attempts to throw obloquy upon gentlewe owed to the country to get along with this great work, notwitstanding the men of the highest standing in Canada and enoraltogether below the mark, the Pembina mous liability involved, and notwithstand- in the British Empire. Hon. gentlemen do ing the enormous demands made upon the not like the Company, but one would sup-Treasury of the country; I knew that, pose that their ideas had undergone revulobliged as we were to some extent to act sion upon that question. upon the best judgment we could form, but

THE MEMBERS OF THE SYNDICATE

gentleman in this city.

"But," say these hor

Who said so?

Hon. Mr. MACHENER-Do you mean the

o act experimentally, I knew it was a great demand to make upon Parliament for the The gentlemen who have undertaken west | Government to ask, for powers to proceed | this work stand before the people with this great work, but we felt that, inas-much as the construction of this road was of this country to-day in the strong-est position that it is possible for required to develop the great Northwest, ingentlemen to occupy in relation to a great enterprise such as this. The Canadians en-'asmuch as it was absolutely necessary to make that country what it could be made gaged in the enterprise are men who are and to increase the population and resources second to none in respect of commercial that we were warrant standing and capacity, and by their success in carrying out their great rail way enterprises utilized for they have afforded us the the purpose of construction. The House guarantee for the manner in which they will can understand that we felt fully the refulfil their engagements with the Govern. sponsibility of asking for this enormou ment and the Parliament of Canada. I may nount of public money to be expended, but be told that the owners of the St. Paul, Min feeling as we did that when we had constructneapolis & Manitoba Railway are members of ed the work from end to end and were really to operate it, the still heavier responsibility rested upon the country of providing the this syndicate, and, sir, I am proud to know that that is the fact, and for this reason :--- I say that standing outside of this association, means of successfully operating that road, for they were in a position of antagonism to Canada, because they were the owners of a no man could shut out of sight the serious responsibility that the operation of 3,000 miles of railway through such a country line of railway to the south of the Great Northwest and of large tracts of fertile land would entail. But Parliament felt that th

contiguous to that railway. We all know that the great barrier to the successful de velopment of the Northwest was that in the they generously gave to the Government the absence of a Canadian Pacific Railway our assistance we asked for. But they did it under the conviction that we intended to immigration was obliged to filter through the territories of the United States, and the apply those lands in such a way as would ultimately secure the people of great efforts which have been made to secure immigration into the U.S., and intercep those who were on the way to our North west have not been made by the Governmen of that country or by the legislature of the ons feeling on the part of their supporters in States, but by the railway companies, who have a personal interest in bringing these immigrants into their own territories. Why to create in this House by hon. gentlemen sir, we have annexed a large portion of the State of Minnesota to Canada in this way position to criticise the very measure for and any man with a head on his shoulders will see at once that a Company who have engaged to build and operate a road 650 miles from Thunder Bay to Nipissing, and which we meet the people of Canada through who are to be the owners of one thousand miles of road from Red River to Nipissing, cannot afford to do anything less than atwhich we were authorized to use for the contract along that soute and from the railways to the south a volume of immigration to settle the lands, for that alone their enterprise successful. The interest which these gentlemen will have in the Canada Pacific Railway will be ten fold greater than any interest fold greater than any interest they ever had in the St. Paul, Minneapolis & Manitoba, and I care not what their nationality may be as the signatories of that con tract, Canada possesses in them the most undoubted evidence that they will spare no When effort to secure traffic on the Canadian Pacific Railway. The hon. gentlemen seemed to think that this company would not bear the scrutiny and investigation which was desir able.

Hon. Mr. MACKENZIE-Who said so ? Sir CHAS. TUPPER-I hope I did not do the leader of the Opposition an injustice

parchased their bonds failing to obtain the iterest which they justly expected from the nvestment. Whether you look at the America rican, the Canadian or at the English, Frence or German gentlemen associated with the enterprise, I believe that Canada has been nost fortunate in having this work placed in their hands.

THE SECURITY OFTAINED.

It is stated that the security of \$1,000,000 for the carrying out of the contract is too small. They say that a paid-up \$5,000,000 within two years and a capital o \$5,000,000 is too small. My opinion of security is this, that provided you get the parties who are most likely to deal su fully with the matter, the less security yes demand the better, because just in prope tion as you back up the resources of party, the more you decrease his power to Carry on this work successfully. Hon. Mr. BLAKE-In order to improve the

situation, let us strike out the clause abo the million dollars.

Sir CHARLES TUFFER-Of course we speaking within a certain latitude, and would ask the hon. gentleman to turn his a tention to what was a similar work constructed on this continent—the Union Pacific Railway, and I would ask him whether the capital of that company was larger, or whe ther the security given by them for the com-struction of the road was larger than is not obtained with this company. He may en amine into the carrying out of any of those great works, and he will and hed was con-ity that the Government had was congreat works, and he will find that the secur fidence in the parties engaged in the projects that they would carry them out a completion. The hon, gentleman will fa that under this arrangement we have the best guarantee that these works will pushed rapidly to completion under the pushed rapidly to complete the road is contract as now proposed. This contract re quires the parties to complete the road is ten years, that in July, 1891, it shall carried to completion, and I may say, of although the hon. leader of the may have forgotten it, he took the liberty year ago of expressing his opinion, and to certain extent, I suppose, his sympathy with the deplorable condition in which the members from the Province of Quebec found them. selves. The hon. gentleman se aid that "Que bec had spent \$11.000.000 which she could ill-afford for the construction of a provincial railway, principally for the purpose tapping the Pacific trade.

THE PROFITS TO THE OLDER PROVINCES

Quebec had stretched out her arms oward the great West as far as this city for the purpose of securing that trade, and the question is how soon that expenditure is to be made available. Her road is paying as it is. What Quebec exnected was that it should pay some fraction of interest on its construction, but they also expected it would bear a great tide of Wes. tern traffic into her principal cities, and bring prosperity to her people, but unless some hrough connection is made, these expects tions on the part of Quebec would no be realized, that if the eastern end was no onstructed till the western end was finished, he hoped they would all be alive to enjoy I will not say that there was the results." any sarcasm in these remarks; I will not say that the hon. gentleman was not shedding tears of sympathy when he was bemoaning he happy fate of Quebec, but where are Nova Scotia, New Brunswick, Prince Edwar sland, and where is the Province of Ontario Why, they stand in a position to-day that a year ago we would have been laughed at if we had ventured to predict. If we had said a year ago that by this session we would be enabled to provide a contract by which in 1891 all the cities of these provinces would ave easy communication with the great forthwest territories of Canada, it would have been considered impossible of attain-ment. What is of more vital importance to this province and the cities of the East Quebec, St. John and Halifax, than that the hould have ready access to the great Northvest? The fact is that that great country with its millions of fertile acres, that yield abundant returns to the industry of agricultunists, must for years to come, during the upon the older provinces for its manufactures. Therefore it is of vital importance to every section of Canada, and to no portion more than the Northwest, that there should be easy, rapid and cheap communication established at an early day. New, sir, I will draw the attention of the House for a moment to what will be accomplished. The road is to be commenced on he 1st of July next at Callendar station, pear Lake Ninissing, and under this contract s to be proceeded with pari passu at such an annual rate of progress as will secure through connection with the Canadian Pacific Bail-way by 1891. Now, with regard to one distance, everybody knows that the construction of this line will shorten the distance between all our great cities and Winnipeg, the present emporium of the Northwest, some 500 miles, but assuming t but assuming that we had to go by the Sault Ste. Marie in the absence of any line at the north of Lake Superior, the distance by the Sault and Duluth would be, from Nipissing to Sault Ste. Marie 294 miles, from Sault Ste. Marie to Duluth 410 miles, and from Duluth via Emerson to Winnipeg 464 miles, making the total distance from Callendar Station to Winnipeg 1,168 miles. That was the shortest route which twelve months ago the Govriment were able to hold out any expectation of obtaining. Now, we propose to secure the construction of a through line, to be commenced on the 1st of July next, which will shorten that distance by 111 miles. Hon. Mr. BLAKE-That is 1,057 miles from Winnipeg to Southeast Bay. Sir CHAS. TUPPER-It is 1,006 miles from Nipissing along Thunder Bay to Winnipeg if you take the lake, or 1,057 miles by rail, the distance from Callendar Station to Linkoping, the station where the line will strike the Thunniles; so that the House will see we have the shortest possible line by which to reach It will also see that the distance Winnipeg.

established, but it will not do for the ader of the Opposition or the leader of the Government to meet-on that ground and I will show, you why I draw the attention of the committee to the statement made by the leader of the Opposition (Mr. Blake), when we were discussing the Foster con tract, and I had ventured to value the land at \$2 an acre. That was in 1875, and the hon. gentleman will find his remarks on page 541 of the Hansard. The hon. gentleman said in reference to that point :--- 'It is an entirely absurd calculation to say that these 1, 700,000 are worth \$2 an acre to this country. Even valuing them at \$1 an acre would in my judgment be an excessive valuation." Then the leader of the late Government gave his opinion on the subject; the hon. gentleman said :--- "I do. not place their ralue at \$5 an acre; I wish I could say that they were worth \$1 an acre." But whatever the value may be, I am confident I express the views of the committee when I say that whatever value may be obtained for them over \$1 per acre, and I hope it will be great-ly over that rate, will be obtained not in present position, but in consequence of the construction of the Canada Pacific Railway. In 1879 the hon. gentleman said "I do not understand why the hon. gentle man anticipates a larger revenue from the lands to be sold, because it is absolutely inlispensable, in order to induce settlers to go into the country, that we should furnish them with the lands free of charge. Does the hon. gentleman imagine that settlers will go to the Northwest and buy lands at \$2 an cre when there are millions of acres of land ed for nothing in the United States ?" Sir JOHN A. MACDONALD-Hear, hear. Sir CHARLES TUPPER-If we are able to make these lands worth \$2 an 'acre, we will do it by the agency now proposed to con-struct the railway by the expenditure asked

or the purpose of ensuring its construction er of the late Government also said The lea We must, therefore, make up our minds if we are to settle that country, it will be one only at the expenditure of a large amount of money to aid settlers on going in and giving them land free after they get in. That is my conviction. If the hon. gentleman's expectation should be realized of getting \$2 per acre for those 100,000 acres, I vill confess to him that I have been utterly mistaken in my ideas upon this sub-ject." So much for the value of the low, sir, as to the cost of the work. have estimated the lands a \$1 per acre,

could hardly be surprised if it increased the cost of money we were obliged to borrow in the money markets of the world. He said :-

much attention to them a year ago.

A 14 miles signt; and, incorder to reach the \$121,000,000. He continues :--- "The hon. Signation of the engineers had recent-ly estimated, they would have to take the seventy miles of heavy work at \$75,000 per thinks it will suffice for traffic. I observe seventy miles of heavy work at \$75,000 per mile; the 226 miles of moderate at \$39,000, and the 114 light at \$20,000, making altogether, with the rolling stock valued at \$1,656,000, \$18,000,000. From Selkirk to Battleford, the first 112 miles are described as tight which with the rolls fancing etc. to the credit or discredit of this plan of degrading the railway into a track that will not be fit for heavy traffic." I am thankful for small favors, and I am willing to take the credit or dis credit of having stated frankly to the House that my idea was not to obtain a first class railway, but the cheapest description of road that would answer for colonization purposes. I have given the House the estimate of the two hon. gentlemen, and I should be wanting very much in my duty to the House if 1 did not show them that that hon. gentleman imself did not regard the construction of the Canada Pacific Railway as no very light matter, and held very much the views and opinions of his two hon. colleagues.

SIR R. CARTWRIGHT'S ESTIMATES

Sir Richard Cartwright, in 1874, in his budget speech, said :- "In order rightly to under-stand the extent of the burden we would be required to take upon ourselves for the construction of the Canadian Pacific Railway, it must be remembered that the lowest estimate for building this road to the Pacific is something over \$100,000,000, and this, toc time would be given for construction. Now Mr. Chairman, I spoke before recess of the expense arising from the working of the In colonial Railway and other rullways of the Dominion, chiefly in the Maritime Provinces The defic iencies resulting from these sources \$1,250,000. I desire to call the special atten-1 look at those criticisms 1 am reminded of two of the House to a fact which must be clear to every hon. gentleman that these railways has been settled for the last 50 or 60 years. I canot refer, of course, to the ract that these railways entail such an enormous expendi-ture without its becoming apparent to the

Mon. Mr. MACKENZIE-You did not give much attention to them a year ago. There estimated the lands a \$1 per acre, but will assume for the sake of meeting coposite half way, that they will be ownorth \$1 change and base between then sevene will seed to be solution to the existing obligations of twelve millions of the noney markets of the world. He said:— "If you add ske per cent. upon the minimum amount to the existing obligations of twelve then how the account will stand as between ston will be borne out. If you value the sind out the offer to exist the sub to me which commended it, seed the offer to exist the sub to me which commended it, seed the canadian **Base Ween** ston of the Canadian **Base Ween** statement with which I opened this discus-ston will be borne out. If you value the time of the construct of 1873. founded upon the offer to exist that but on the site that the world is self to all those who listened to the off the canadian **Base Ween** statement with site to all these world is self to all those who listened to the office Railway is a very un-statement with site I sevents. Founded upon the offer to exist the sub to all these world is self as a construct of 1873. founded upon the offer to exist the sub to me which commended it, self to all those who listened to the offer to exist the sub to me which commended it. self to all those who listened to the offer to exist the sub to me which commended it. self to all those who listened to the offer to exist the sub to me which commended it. self to all those who listened to the offer to exist the sub to me which commended it. self to all those who listened to the offer to exist the sub to me which commended it. self to all those who listened to the offer to exist the exist the sub to me which commended it. self to all those who listened to the offer to exist the sub to me which commended it. self to all those who listened to the the all the safe to all those who listened to the offer to exist the sub to the downer with a set the offer to exist the sub the offer to exist the sub the downer the offer to exist the sub the offer t since spectrum the start starting spectra the construction of the Canadian Refine the start spectrum the start, but one which commended it, is quite impossible to expect the road to the spectrum time spectrum the start $\frac{1}{2}$. For the construction of the Canadian Refine the same price of the Government of the consideration of what set the propose to a mile, start the same price of the Government of the Canadian Refine the same price of the Government of the construction of the road after in woold be the possible to expect the road to the start start and the start start a

the proud satisfaction of seeing Canada as- thought that my mention of the company sume an advanced and triumphant position, but that she will be relieved from the expen-diture of a single dollar in connection with was received by him in the way in whi usually receives a sentiment with which he the construction or operation of this railway. Hon. Mr. BLAKE-I do not quite understand

taxati

STRENGTHENED BY OPITICIAN

day we wil

the hon. gentleman. Sir CHARLES TUPPER - I say that I may say that I have been greatly gratined I may say that I have been greatly gratined at the criticisms that have been bestowed our own and of other countries who are men upon the proposition we are submitting to of the highest character, men whose names arliament. Nothing has given more confiare the best guarantees that could be afforded dence in the soundness of our posi-tion and the impregnable attitude we the people of Canada that any enterprise we they may undertake will be successful. occupy in Parliament, or out of it, than the criticisms to which this scheme has

HOW THE CONTRACT SHOULD BE CONSIDERED. been subjected by the press, so far as I have seen. First I may speak of the Ottawa Citi-With regard to the terms of the contract, I do not hesitate to say that no greater injury zen. I find that in the criticisms of that could have been inflicted on the people of paper, to which, at all events, we were enti-Canada than to have made the conditions of tled to look for a fair and dispassionate critithe engagement so onerous that instead of cism, the editor of that paper has evidently ensuring their successful fulfilment, they handed over his editorial columns not only would have led to failure. I say that the

to a hostile hand, but to a disingenuou moment that contract is signed everything writer, who was not willing to put facts fairly that men can do for the purpose of obtaining before the country, and this strengthens m the best terms in their power has been done, in my conviction of the soundness of the always under the impression that we proposition we are submitting to Parliament. owed it to Canada to make a contract that If that contract contained objectionable feawas capable of fulfilment, to give those gentures to which the attention of Parliament tlemen a fair contract, and afford them a fair might be called, and that were sufficient to condemn it, where was the necessity of the this gigantic enterprise, that we were so condemn it, where was the necessity of the person who wrote the criticism in the Citizen, anxious to transfer from our shoulders to for mistating every clause of the contract theirs; and I would ask this House whether that he commented upon, from beginning to they think this contract involving the end? I say nothing has more strengthened great business and importance that it my conviction of the soundness of this meais one to sit down and cavil over in the orsure, whether it was the Ottawa Citizen, from dinary acceptation of the term in relation t which I had hoped better things, or from the Free Press, from which I did not expect any different treatment, or the Globe contracts, and to drive the most difficult bargain that could be driven, and perhap lead to what occurred when we made the newspaper of Toronto; and when I take up contract in 1873, with terms largely in excess these papers and find that in every criticism every single ground of attack is based upon was not a contract that was capable of those that this contract contains. But it I am confirmed in my opinion that they were unable in the then conditions of this from Linkoping to Winnipeg being 371 found that contract unimpeachable, and country to raise the capital that was necesthat a fair and candid criticism would com- sary. Now we approach this question in this amount to the extraordinary sum of about pel them to give their adhesion to it. When spirit, and would ask every member of this I look at those criticisms I am reminded of House if we should not be unworthy of re-

House that the cost of maintaining a railway a ship and finishing it complete in every re-

Company of which Sir Hugh Allan was to make the best Unrgain we had to consider:-one way in the remainder than is possible in any other and it was my duty as the 'Minister of thing would, I think, be unheard of, and the other way in the state of the state of the other way is the state of th provided that the standard of con- was not to impose terms that, without appears to be objected to, but under the terms equipment of the Cana- baing of any material advantage to the Realing Railway shucld be use Union come y, would be likely to lead to disaster in Realing Ballway, and therefore we have goue the zone y mark is of the world when the re for a any member of this Houss or say projet was placed on those markets. Sir-coind is man will say us o go to go by the me will understand that the position with mark the to the standard. Such what is in respect to the traction is not changed in est degree from that in which we ading roads in the United States to-day, stood last year. When we were constructof which the standard is more objectionable in grades and curves than that of the Union my hon. friend was constructing it by direct

as to show that it would have been ulterly only, the road healt, the stations, every using embraced in the term railway, was exempt in the form these gentlement, from these of the United States declared that as they were body or every company building a railroad? All that such persons require to do is to organize a company under the general law, register themselves, and co and build a railand and that is that these gentlemen are therefore, only followed the practice that sot constructing the road for the Govern- has prevailed in the United States cent of Canada to work, but they are con-structing it as their own property, and when feel was incumbent upon us. What was tructing it as their own property, and when ris constructed they have to furnish the basis constructed they have to furnish the basis of maintaining av, operating the pad, and every disadvantage of a poor con-from which we shrank. I do not hesitate to from which we shrank. I do not hesitate to in mortant as the enter-prise was, the Government felt it was one of containing the policy of the late Governsuction would fail upon them and not upon a. And, sir, what would have been my prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of prise was, the Government felt it was one of was the Government felt it was one of the Governm ad in their hands my own statement, the tatement of the Government of Canada, operation of the road, when constructed, and with all the resources of this country at our back, that we were compelled to lower the character of the road in order to construct a cheap line of railway, and that the lowest stimate we could make of the cost of such a that, as far as we could, we ought to have work was \$80,000,000, or an excess of the put these gentlemen in as favorable a posiwhole amount they were obtaining both in tion for the construction of the road as we whole amount they were obtaining both in and at a occupied ourselves? That is all we dollar an acre? I think, therefore, sir, I have done, and as I have said before, the mement the lands are need not detain the House by dealing with before, the question of the standard of the road, utilized THE MODE OF SUBSIDY PAYMENT.

Nor, sir, will I detain the House very long the other, point that has been apon aised, and that is the mode which the money is being it ded. I have shown the cost of raised. e Pembina branch at the lowest rate at Mich we can now put it, without all those ildings necessary and which these gentle en will have to construct at their own cost f hon. gentlemen have paid any attention to be deplorable description that the First linister gave us a year ago as to the diffiulties they would have to surmount be-een Red River and the foot of the Rocky ountains, I think they will come to the nelusion that the amount is not extravaart. I call the attention of the House to The Government want that road he fact. ushed through Red River to the toot of the Bocky Mountains as as can be done. I have the authority of the leading gentlemen connected with the syndicate to state in public that they intend the road to be complete at the foot of the Rocky Mountains at the end of three years from the present time. If it be thought a gigantic work to build 300 miles of railway by this powerful syndicate in a year, I may tell hon. gentlemen for thei information that within the last year a few of these gentlemen accomplished between 100 and 300 miles of railway themselve ough a somewhat similar country, and therefore it is not an extravagant statement for them to make in stating that they intend to construct the road to the foot of the

that was objectionable.

rge land holders.

from taxation

ed it,

cky Mountains in three years; and to build 300 miles of this road during the com-ing season. What does that involve? It involves the expenditure of 'an enormous the outset. wery moment the contract is ratified by Parliament these gentlemen have got to pu their hands in their pockets and not on take therefrom a million dollars to deposit with us as security, but they had to put sheir hands into another pocket the next hour and take out another million to equi road that is in operation and that will be in operation within the course of the year After reading the lachrymose statements of the hon, leader of the late Government about these lands, and the difficulty of get ting them sold, it is not unreasonable suppose that with all their energy and industry it will take two or three yes they can make these lands, to any large extent, serviceable by a return of mon sheir sale. These gentlemen have, therefore, at the outset, to lay out an mornous sum of money for equip-mont, and in providing the plant mecessary to run that work during work during the coming three years, and they have i the next place to wait for a considerable pesiod before they can receive returns for la it the end of the three years all that plant will of course be applicable to the other sec-I believe, therefore, the more it is examined, the more it will be found that in the sivision of money no injustice has been done, and those who place confidence, not in as but in the statement of the leader of the fate Government, have only to take his statements, which I have read to-night, and that was his estimate of \$20,000 per mile for the portion to be constructed west of Red River. to perceive the advantage of the present probeed arrangement. There is another million have have to put their hands into their pock-sts to pay us, and that is for the work we have

of this contract the location is to be sub-

mitted for the approval of the Governor-General in Council. I do not hesitate to say that this Company will be much better able to locate the road than the Government. They have a more vital, personal. direct interest in putting it through, and best know how to make it the shortest consistent with its early completion. The Gov-ernment cannot give the matter that personal, in grades and curves than that of the Union medice Railway. Therefore, I think there so not much ground: for could in that matter. When the Union Pa-cide Railway was built, the Gov-arment, who gave a much greater amount of eid to it than we are giving to this road, agreed that the standard of the set contract as the standard of the Union Relimore & Ohio. Railway should be put in the contract as the standard of the Union Relimore & Ohio. Railway should be put in the contract as the standard of the Union the contract as th the contract as the standard of the Uniou they are finite to taxetion. I will not possible location, but we have pro-Pacific, and the Baltimore & Ohio Exilyay, stop to discuss the question of the vided, by maintaining a general control through the Governor-in-Council over the control through the Governor-in-Council over the outse hon, genticmenhave only to turn to the work, that not one mile of the road shall be located without our consent. I am told that the outset hone of the units States, on the construction. Ass read. The portiand a Graduated interview of the online of the construc-actively, and half a dozen other American there have slot a standard that cannot com-where, to find that the policy of the Gov-one with the standard we have selected. I then the the United States has always there with the standard we have selected. I then the the United States has always there with the therefore the the there is a standard the the united States always the standard that the united States always and not detain the House, therefore, by try-been that these lines of railway, the road-the powers given to this syndicate which one forward to take the place of the details.

the in the Allan contract, a night standard of the benefit and advancement of the whole contract of the high standard of the therefore only fullered the remaining the formation and build a rail-Hon. Mr. MCKENZIE-Do the same thing in your Northwest? Sir CHAS. TUPPER-The hon. gentleman

ment, upon which, of course, the Opposition will not go back. In the State of Minnesota maintenance and and everywhere else across the line, branch lines can be built by any persons whereve I ask, when we were shifting from our shoulthey desire. We have merely given this Company a power any and every person can enjoy in the United States. The member for Lambton is the last source from which I should have expected opposition to this policy Hon. Mr. MACKENZIE-What policy

Sir CHAS. TUPPER-The policy of allowing the syndicate the privilege of constructing branch lines in connection with the road. Hon. Mr. MACKENZIE-You prohibit every utilized they become liable to taxation. I ody else. have been told that the lands of the Canada Sir CHAS. TUPPER-There is no such pro Company being free from taxation, it was

hibition. This remark is only an evidence und they were attended with a good deal of the difficulty, the dilemma in which hon gentlemen opposite find themselves; because Hon. Mr. MACKENZIE-They were not free they can find Hon. Mr. BLAKE-They were only ordinary

NO LEGITIMATE OBJECTIONS

this policy they must manufacture them Sir CHAS. TUPPER-Oh, it was owned in There is no such provision in the bill, not a line giving a monopoly arge blocks; then the case is not half as to these gentlemen, and this Parliament ha Hon. Mr. BLAKE-No, this is much worse. power to day or will have power next year, Sir CHAS. TUPPER-I suppose it is because after they have ratified this policy, to em they were free from taxation. Well, we have taken care they shall not own them in power any persons whatever to construct lines in any part of the Northwest. Wha blocks. We have met the difficulty and coverdid the bill submitted by the Minister of the but as I said before, these Interior for the late Government provide with regard to the construction of railroads gentlemen must sell their lands. in the Northwest, a bill which embodied the THE LAND POLICY. wisdom of the Government of which he was It is impossible to sustain the road a member? It first provides that any perwithout bringing a population into the son may construct a railway in the North west wherever they .choose ; country as rapidly as possible. It is said this is a gigantic monopoly. they may or ganzize under provisions similiar to those under which parties in the United State You not only free the lands taxation until occupied, but you create a monopoly. If we have one strong point in our case it is this: that under the terms of may construct branch lines. It went further; we have not given gentlemen a dollar with which. construct branches; we propose give them the right of way for bra the Allan contract of 1873, 54,000,000 acres for branch of land were locked up, if you call it locked ines free, and shall be only too glad , to do up, by being placed in the hands of a com-pany. Under this contract 25,000,000 acres so if they run branches from one end of the country to the other. We felt it was in the of land only are to be reserved. Under the Allan centract of 1873 and the terms of the interest of the country to give them every facility possible for the strengthening of the Canada Pacific Railway Act of 1874 these trunk lines and the pouring of such volumes of traffic over it as are indispensable to the parties were entitled to have their land in large blocks of 20 miles square; under this contract the Government have possession of prosperity of the country, and as may inevery alternate mile over the whole seccrease the value of our lands beyond, any other influence. Not one dollar can they spend in the construction of branches that ny monopoly? Why, under will not pour large sums into the treasury the terms of the late Government's Act, the Canada by increasing the value of its lands Government was bound, as the Government of the United States was bound in relation in their neighborhood. But the bill to the Northern Pacific Railway to abstain of the late Government did not leave the cost of their construction on the company. The Government generously came to their aid. Everybody selling an acre under \$2.50; under this contract, however, we are free to give away every acre that remains in our possession should the could go on and build branches and com with his little bill to the Government interest warrant it. No policy payment. What does the Act say? "The did the hon. gentlemen opposite press more Governor in Council shall reserve every al-ternate section of ungranted lands to the extrongly upon us than that of not selling the \$2.50 an acre. But we say, we tent of ten sections per mile, five on each uld be only too glad to plant a free setnment. We hold on the monopoly point at instead of 54,000,000 acres being locked in blocks of 20 miles on each side of the kd, instead of our heing bound to the the data as the purposes of this kd, instead of our heing bound to the side, exclusive of the sections which, under upon every acre belonging to the Govof our being bound to sell at his than \$2.50 an acre, we can open up free settlement the 29.000.000 acres the "Or should the Governor in Council deem it free settlement the 29,000,000 acres the expedient, instead of conveying lands to Government retains to utilize in the interest Company, the Company may be paid the monies received from the sales of lands on the line of, and within six miles of said railthe country, over and above the amount given the syndicate, or can sell at prices be-low the minimum fixed by the terms of 1874. What about the terms of a year ago?, Read way, from time to time, until the Company shall have received a sum not exceed Parliament passed here for ing \$10,000 per mile,-giving a claim the appropriation of 100,000,000 acres, and you will see how absolutely Parliament to every man who built a mile of it to the treasury of Canada and placed them at the disposal of the Govern-ment for use in any way possible, to secure come to demand \$10,000, and yet, with this strong declaration uttered on the floor of the House the construction of the Canada Pacific Rail-way. Instead of having handed over to a and placed on the public records of the opoly, as it may be called, those 100,-100 acres, we hold 75,000,000 acres in country, they venture to challenge the soundness of the judgment of the Government of Canada to permit parties without one hand, to be, used for promoting the interests dollar's aid or one acre of land to construct Canada by free settlement, and by sales to return to us the money required branch lines for the opening up and development of the Northwest. (Cheers.) cate, \$25,000,000. As I said before, the ques-THE BRANCH LINES. constructed west of Red River and the mate- not new. In 1870 an Act was passed in the Well, sir, it is said that a great enormity has sonstructed west of Ked Elver and the mate-teal we have on hand applicable for the pur-poses of construction. Under these circum-stances hon. gentlemen's minds will be restances hon. gentlemen's minds will be re-lieved to know that we have made the very best division of the money. If the enter-prise is to prove anything but a failure, there is a great expenditure of money to be made at the very outset, in bringing people to this country. A GRAAT IMMIGRATION ACENCY. A Country and leave our trunk line, the Canada Canada to make a contract with a company Pacific, which had cost the country such a who was bound to construct in ten years a The mo-

ing their judgment to bear in relation to ese questions. I think that it contains 100 graph which has been constructed for a little members.

Government.

ment and experience.

my dis

which,

Sir LEONARD TILLEY-Rinety-five. Sir Chas. TUPPER—The number is 95. I of our own line of telegraph, it will see that support than those gentlemen themselves. say it is a small Parliament, and when I unless terms are made for the transaction of I am glad to know that if ever there were a submitted the deliberate judgment of the general business, and for taking over our measure presented for the consideration of Government on this point, to refuse, so far lines upon terms in the interest of Canada, this House, worthy and likely to receive its s were able, to allow that charter to pass, policy of the Government was adopted plete our own line, and make it a very sharp have the honor of submitting for that committee without a single dissentcompetition. THE QUANTITY OF LAND AVAILABER. Hon. Mr. MACKENZIE-I dissented for one

Sir CHAS. TUPPER-The hon. gentleman Now, I am glad to say that I am says he dissented; then he was greatly able to bring my remarks to a conclusion, injunderstood. I heard no dissent, but but before doing so, I will ask the House to more than that, a deputation which indulge me for a moment. I received an the liability the country was going to incur gove than that, a deputation which induge he for a moment. I received an including the country was going to like the like the like the country was going to like the like the like the like the country was going to like the like the like the like the country was going to like the like t m him than they could obtain from the Northwest that it is scarcely necessary to re- granted for the construction of the line will peat any of it here. Prof. Macoun's recent

give assistance. Sir CHARLES TUPPER—Then, sir, all I can within Manitoba and the Northwest Terrigive assistance. Sir CHARLES TUPPER—Then, sir, all I can say is that the hon, gentleman failed in the discharge of the leading members of this Parlian ment if he, on an occasion when the Govern-ment if he, on a great national question was give that committee the benefit of his judg- The quality of the soil throughout these ter-Hon. Mr. MACKENZIE-I firmly expressed bissent. Str. Content and experience. In the Red River Valley, near Winnipeg, farms have been

(hear, hear and laughter), as to prevent me from remembering it, and all I can say is adapted for general farming purposes. There that if he dissented he did so so gently that is a considerable quantity of waste land, if we it has passed entirely from my recollection, take it in the aggregate, but comparativeand I hold that this Government, in devolv- ly the percentage is not large, and much of ing the duty of constructing the Canada what is now waste land will be reis now waste land will be re-Pacific Railway on the shoulders of the syndi- claimed by drainage before the country is a cate, could not reasonably say "the rights which a generation older." Now, sir, I draw attention the Government of Canada maintained to that for the purpose of showing hon. and publicly declared they had maintained in the interest of Canada and in protection of the traffic of the Canada Pacific Rail-absorbed by the twenty-five millions of way, shall be withheld from you, and now that the responsibility of maintaining that to the Syndicate. I draw the attention of traffic is placed upon your shoulders we do not care where the traffic goes to." I say that the interest which we have to-day as Canadians in that railway is the ossession of the same national interest, to amount of money for surveys, and a number bring every pound of the traffic of the North-west which we can bring down through the ject of lands of the Northwest, that 150,heart of Canada and down to the seaboard in 000,000 acres of good lands lay between the west of Manitoba and the Rocky Mountains, between the 49th and 57th parallels of North

THE RAILWAY BATHS.

Well, sir, the hon. member brought up the question of rates the other day in the speech which he delivered to the House on the address. I could then quite understand that the hon. gentleman was about to anchor to the windward, (Hear, hear), and when the hon. gentleman dragged in the tend into Canada in the Northwest was in a question of rates on railways into the dis- great manner valuable and fertile land. He that there was a deliberate design in it to forestall the public mind in great portion of the lands, thirty millions of relation to this matter. Every son knows the great compl acres, which was supposed to be unfit for percomplaints settlement was fertile. Under these circum that have been made owing to the disproporstances the House will see that this land has tionate rates which have been adopted on been very much under-estimated. railways in the United States running

THE EXEMPTION FROM DUTY CLAUSE through the prairies: but. sir. what is ou position with relation to that matter? Why, Before I conclude there is another sir, we have taken power by this contrac point that I want to refer to. under Consolidated Railis charged against the Government and way Act on the statute book, we do not possess. So far from having it is the last charge in the world that I hope any person will over be able to sustain against them,-it is a charge of vielded anything with relation to rates the Governor in Council retains power to levy not being true to the National Policy those rates. Not a rate can be collected, not If the Government of Canada, with the evia cent can be collected by that company for dence of the past two years before them were to be faithless to the National policy anything on their road until the Government, who are responsible to this House, they would deserve to be driven from pow whoever they may be, have given their sanc tion to what they believe to be just and by the execration of every true-hearted Cana in the interests of the country. (Cheers.) But, sir, we ascertained that, according to should have been made, but I am told that

up stairs, the railway committee. That com-mutee, sir, embraces the great body of gen-Canada at this moment retain the ventured to hope this Parliament would tlemen on both sides of the House who are Canada Pacific Telegraph in their own have the opportunity of puting its scal of prepared to give great consideration and hands, and that these parties have not acquired a dollar's worth of rights in the tele- the able and eloquent statements of hon. gentlemen opposite to show that no men are in excess of one million of dollars, when I more bound, as honorable and patriotic tell the House that we retain the ownership statesmen, to give this measure their hearty earty adoption, it is the measure I consideration. I have the satisfaction of knowing that throughout this country every man breathed more freely when he learned that the great undertaking of constructing and of operating the railway was to be lifted from the shoulders of the Government, and

wipe out all liabilities at no distant day. Hon. Mr. MACKENZIE-I have no power to dive assistance. How many of the nece. The many of the nece that the state of the s as it is in a position to deal with the enormous work of the development of such a country as Providence has given us. And I say we would be traitors to ourselves and to our children if we should hesitate to Sir CHAS. TUPPER—Sir, the hon. gentleman does not generally dissent in such a mild way sure of submitting to Parliament, the construction of this work, which is going to develop all the enormous resources of the Northwest, and to pour into that country a tide of population which will be a tower of strength to every part of Canada-a tide of industrious and intelligent men, who will not only produce natural as well as individual wealth in that section of the Dominion, but will create such a demand for the supplies which must come from the older provinces as will give new life and vitality to every industry in which those provinces are eng Under these circumstances we had a right to expect that support, which, in justice to themselves and their position as statesmen, the hon. gentlemen opposite should give us I say, sir, that, looking at this matter from a

party point of view, the lowest point of view, I feel that the gentlemen by following the course they propose, are promot-ing the interests of the party now in power, just as they promoted our interests when they placed themselves in antagonism to the National Policy which the great mass of the people desired. Sir, I am disappointed at the course of the hon. gentlemen I regret it, notwithstanding that it conduce to the interests of our own party. On past occasions I made the most earnest appeal in my power to those gentlemen to sink on one great national question partisan feelings to enable both sides of this House and both parties of this country to unite in a great measure that did not require to be dragged down into the arena of party, and which would be promoted, and largely promoted by a combination of both of the great parties in this country. The hon. gentlemen refused to respond to that appeal and, therefore, will not waste time on the present occasion by pointing out to them how desirable it is now, but I did hope when we abandoned this railway as a Government work, and when it became a commercial undertaking it would be otherwise; and one of the reasons—one of the great necessities for changing our base-one of the great necessities to place this work on a commercial footing at the earliest opportunity—was that we became aware rom the events of the last two sessions that while we dealt with it as a Government rail-

way it was to be dragged down from its high

position to the arena of partisan politics. In

prevent our carrying out the policy as we were

carrying it, these gentlemen were driven to

Non-

excellent life preservers.

THE PUBLIC ACCOUNTS.

Consolidated Revenue Fand.

The following is a comparative statement of the total receipts and expenditures on account of Consolidated Revenue fund for six months from 1st July to 30th November, in 1879 and 880, respectively; cents are omitted. A ice to show the enormous mere glance will suf mprovement in the financial condition of the Dominion, and the justification for anticipation in the Speech from the Throne of a hassioome surplus this year :-

RECEIPTS. 1879-8). 1880-81 $\begin{array}{r} 1,775\\ 877,141\\ 80,788\\ 56,096\\ 19,114\\ 10,233\end{array}$ 2,772 186,294 82,199 83,643 44,822 16,569 1,951 14,738Revenue from raliways ... Bill stamp duty... Interest on investments... Ordnance lands... Bank imposts Fines and forfeitures... Premium, discount and ex-change... Mariners' fund... Harbour police 1,656 20,669 $19,982 \\ 16,344 \\ 11,995 \\ 2,029 \\ 986 \\ 8,122 \\ 14,365 \\ 2,029 \\ 986 \\ 8,122 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14,365 \\ 14$ 43,258 25,019 19,309 2,388 992 5,112 21,987 Harbour police..... s inspection 10,983 13,417 12,194 187 1,974 197 6,871 1,095 990 8,951 Superannuation fund..... Lighthouse and coast ser-Dominion lands. Military College. Law stamps. La fees, Maritime Court, Ontario 263 23,229 7,200 354 40,249 8,938 870 91 2,682 Supreme Court reports..... Intercolonial Railway Re-218 686.887 43.041 136.180 10,739 Total consolidated fund \$8,965,217 \$12,025,370 *Transfers to railways made to end of September, and transfers made to end of Sept-pectively. **Transfers made to end of October, and to end of September, respecers ma tively. PAYMENTS. \$2,216,18 518,300 $\begin{array}{r} 14\ 655\\ 870,493\\ 189.972\\ \overline{5},513\end{array}$ Police Legislation Penitentiaries. Arts, agriculture and sta-tistics 83,459 109,950 8,909 570

73,015 56,389 ensions.... 106,763 49,463 47,328 Superannuation. Militta and enrolled forces Mounted police, Manitoba. Money order commission.. Public works and build-340,869 168,065 cean and river service. 540,137 159,866 594,087 148,944 ighthouse 130.154 vice Fisheries..... 156.65 19,983 21,883 Geological survey..... Marine hospital and sick 11,917 8,701 8,508 14,607 nsurance inspection...... faintenance of local offices..... 2,225 2,624 13,797 24,685 21,152 Dominion lands. Oulling timber...... Sydney Exhibition. nil 1,904,482 Subsidies to Provinces. Paris Exhibition..... ndians Miscellaneous Charges on Revenue : 277,359 8,363 385.48 16.836 303,763 84,534 24,724 xcise. 105,97014,893Inspection of staples,..... Adulteration of food..... Post Office... Public Works... Pacific Railway Commis-732,679 200,294 772,904 202,733 nil 50 sion Railways working ext216,409 Minor revenue..... Total consolidated fund. \$9.242.690

order to obstruct the Government, in order to \$9,114,679 assume the unpatriotic attitude of decrying the credit and capabilities of our country

our own country, as I trust at no distant day will be the case. (Cheers.) latitude, and hon. members opposite doubted it. Now, we find that Pro it. Now, we find that Professor McCoun, who is regarded as one of the most able explorers and one of the best qualified men to form a judgment upon the matter, who has spent the last season in going over the country, found that great Missouri section of barren country which was supposed to ex-

Germany and the British Islands, co-operating State for each mile of railroad which has but the Government having taken the with the Government of Canada. But all been or may hereafter be constructed purwith the Government of Canada. But all bees or may hereafter be constructed pur-that will involve a present outlay of a very large sum of money by these gentlemen. The sult of the Act of 1870 by the sult of the Act of 1870 by the stant of the stant at the act of 1870 by the stant of the stant at transmuch as Canada was dealing with the construction of the great Canadian Pacific maintaining this road, and of operating it atter it was built, was to retain the traffic of the Canadian Northwest on the trunk line, was and in the trunk line, , and thus furnish the traffic which alone released from all county, state, municipal we came to the conclusion that it was not in west, and thus furnish the traine which alone released from all county, state, municipal can support the operation of this railway. I and other taxes for a period of 25 years." The moment our lands, however, are sold they fure is the exemption of the lands from taxa-become liable to taxation; under the United fion. I have no hesitation in saying I tion. I have no hesitation in saying I States law they remain free for 25 years after would have been very glad if that was not coming into the hands of private purchasers. in the contract, if it were only to meet the There is nothing of the kind here. in the contract, if it were only to meet the find here. The mo-strong prejudice that exists in this country ment our lands are utilized or sold,—and the on that question. I should have been glad If were not in the contract; but there were settlement,—it will add more to the value of sit, that puty was annotable to the value of sit, that puty was annotable to the value of sit, that puty was annotable to the value of sit.

in the interests of the country. (Cheers.) should have been made, but I am toot the But, sir, we ascertained that, according to they have given, under the contrast, rights the law Parliament itself had not the power, and privileges which are fatal to the National Policy? it could be shown that the Company were getting 15 per cent. on their capital. Wein under the Consolidated Railway Act every other railway in the country enjoyed, and Pacific Railway, not a cent. stipulated a lower rate of profit as the point at which they may be asked to lower their rates. I think, under these circumstances, the hon. gentleman's long discussion on a question that was certainly not before the House, was hardly called for.

Mon. Mr. ANGLIN-Is the profit to be taken upon the capital of the Company or upon the whole money expended upon the construction of the road, because there is a great difference. Sir CHAS. TUPPER-The hon. gentleman

will be greatly relieved to find it is not so bad as he had hoped. It is upon the capital they have expended themselves.

Hon. Mr. Anglin-Under the terms of the contract, for there is a doubt about it? Sir CHAS. TUPPEB-That is a question of law upon which I will defer to the hon. gentleman. He had the contract before him and whatever want of confidence I may have in his political sentiments, I have great confidence in his legal ability. I will not regire to say anything more about that

ANOTHER OBJECTION DISPOSED OF.

I am told that some gentlemen are afraid that difficulty will be caused by the clause of the contract which requires the Government to hold, in certain - contingencies which may or may not arise, \$25,000,000 and 4 per cent interest. Suppose we had to be in the same position the late Minister of Finance was in a year ago, that we expected in 12 months to be in a condition, where instead of paying the 5 per cent wo are paying now, we should be able to sell bonds at 4' per cent without any commission; suppose we had ventured to tell hon, gentlemen that we expect in 12 months to be in a condition of being able to obtain all the money that Canada required for its development and to renew the bonds issued at 5 and 6 per cent. as fast as they become due at 4 per cent., without a farthing being paid for commission, they would have laughed at us, but it is a fact staring them in the face, and when we entered into the contract we found that we occupied a position that was likely to furnish us with all the money we wanted. The able Finance Minister, my hon. colleague, told us that he could handle that twentyfive millions of money in such a way as to be eminently advantageous to the interests of Canada if he is called upon to hold it, and it was only after learning that, that we agreed to take it upon these terms. I think, therefore, I need hardly detain the House upon that subject.

THE TELEGRAPH LINES.

Canada to make a contract with a company House

There is nothing in the law, nothing in the this contract have changed that, and have be collected on anything that has been used for the purpose of constructing the Canada

> Hon. Mr. MACKENZIE-Did the contractors pay the duty?

Sir CHAS. TUPPDE-Certainly, but they were building a railway for us, and they wer paid an amount that it was estimated would pay them for the work they performed and give them a profit, but every locomotive every car for the railway that we importe for ourselves, as we have done, could not by any law that is on the statute book be charged with duty. So that there is no ground of complaint upon that score. But, sir, that is not the contract. The contract provides only for the admission free of duty of all steel rails, fishplates, and other in a great national work in any fastenings, spikes, bolts, wire, timber and all materials for bridges, to be used in the original construction of the rail. way, and for a telegraph line in connection therewith. Now, sir, what is the duty collected on now? Steel rails are free under

the law. Hon. Mr. MACKENZIE—For how long?

Sir CHAS. TUPPER-So long as the steel rails are not manufactured in this country for the purpose of supplying our own country. The Government felt that the construction of railways was so very important to the dedelopment of Canada that they made an exception of steel rails, saying that while steel rails were not manufactured in

this country they should be admitted free. Therefore, this limit is to the bolts, nuts, wire, timber, and material for bridges. We judged that by admitting am satisfied that my iron for bridges free of duty, we would probably have the bridges constructed of iron, instead of wood. But is there a member of this House who fails to see that if we had not made such a provision, we only had to import these articles ourselves to make them free. I may say that under this contract, the position of the industries of Can ada and of the National Policy is better than ever before. The Government in-tended in this matter, as in everything else, to be true to that policy, which has lifted Canada out of the condition of depression lieve, Canada will receive an impetus that in which our country was ; which has lifted will make it a great and powerful country at no distant date. The hon. gentleman resumed his seat amid the credit of the country, by changing ede ficits into handsome surpluses; which has vitalized the industries of Canada, got great applause from both sides of the House. money in circulation, commercial enter prise in operation, and created industries An Italian not long since rode a native

from one end of Canada to the other. We mare, six years old from Turin to Casale, fifty-eight miles, in five hours, under a burnwould be faithless to the country and to the position we occupy, if we did not in everything to which we put our hands maintain the policy in its integrity. (Applause). I may say that, the Minister of Finance will be prepared to submit a measure to deal with this the mare, it is said, was none the worse for very point by which the construction of everything that can be constructed in Can ada for the purposes of the railway will be manufactured in our own conntry. Now, sir, I am glad that I shall not be compelled to trespass further upon the attention of the

pleasure it with me to it abits in propoully as

and damaging the prospects of this great work. . I am glad that we have trimphed RANKE is not content with his previous over such opposition, and that despite that attempts in the historical field; he is now engaged on a universal history of the obstruction we have surmounted the great difficulty, that despite all the obstruction they could throw in our way the time has

THE month of November witnessed the come when enlightened capitalists, best first issue of a London University list in which the Bachelor of Arts degree is grant-ed to lady candidates, two being placed in the first class and two in the second. equainted with the resources of Canada, are prepared to throw themselves into the construction of this great this great railway. I say I was in hope, now that we

Mr. J. McCARTHY, M. P., has launched into have abandoned it as a Government work and it is placed on a commercial foundation, authorship deeper than ever. He is at sent writing a new work of fiction, and au that those gentlemen could, without loss of party prestige, unite with us on this great the same time engaged upon the "History of the First Reform Period." question, and on giving to this syndicate who are charged with this important and

R. WORTHINGTON announces "Pompeii, its Remains and Rediscovery." onerous undertaking, that fair, handsome This important and generous support that men engaged work has been out of print so long a time that copies of the previous edition commandcountry are entitled to receive at the hands not only of the Governed quadruple the published price.

THE Rev. Sylvanus Stall, author of the ment of the country, but of every patriotic member of Parliament. Sir, I say I have been disappointed, but I hope upon new and popular book entitled "How to Pay Church Debts and How to Keep Churches Out of Debt," has received and accepted a uture reflection, at no distant day, when the call to St. John's Lutheran Chuach, of Lanresults of this measure which we are now caster. Penn.

submitting for the approval of Parliament, and which I trust and confidently expect Don P. de Gayanges has discovered in the course of his researches at Simancas inter-esting notices of Cervantes, and also of other will obtain the sanction of this House, will be such as to compel these great writers of the golden age of Spanish gentlemen, openly and candidly, to admit that in taking the course which we have folliterature, more especially of Lope de Vegs and Calderon. lowed we have done what is calculated to

A SECOND edition of "Kirkbride on Hospipromote the best interests of the country, tals for the Insane" has been issued by J. B Lippincott & Co. There are revisions, addi and that it has been attended with a succes exceeding our most sanguine expectations tions, and new illustrations. I can only say, in conclusion, after some five-and-twenty years of public life, I shall Charts and views show the character and details of buildings advocated for insane patients; the book treats thoroughly of the construction feel it the greatest source of pleasure that the quarter of a century has afforded me, as organization, the general arrangements of establishments of the kind. right hon. friend beside me will feel that it crowns the suc-

MACMILLAN & Co., will publish immediate cess of his public life, that while Premier of this country his Government were able ly the Archbishop of Canterbury's new book to carry through Parliament a mea-under the title of "The Church of the Fusure of such inestimable value to ture." The subjects discussed are: "It the progress of Canada; so I can feel, if I Catholicity," "Its Conflicts with the Atheist. have no other bequest to leave to my "Its Conflict with the Deist," "Its. Conflict children after me, the proudest legacy I with the Bationalist," "Its Dogmatic T would desire to leave was the record that I ing," "Practical Counsels for its Work," with the Bationalist," "Its Dogmatic Teachwas able to take an active part in the pro-Cathedrals," appendices, &c. The price will notion of this great measure by which, I be- be \$1.

DR. HENRY M. DEXTER, the author of "The Congregationalism of the Last Three Hundred Years, as seen in its Literature," and the editor of the Congregationalist, has gone to London for a few months' work in the British Museum, in pursuit of his specialties of ecclesiastical investigation. The Athenceum gives him credit for being "an earnest-minded man," "the ardent partisan of a sect," but ing sun, at a temperature of 58 deg., and amid suffocating dust. The return journey was made in a rain storm in six hoars, and or a good writer." denies him "any claim to be considered a hilosophical thinker, a liberal theologian,

The Portland Press, speaking of the eulogy the tremendous effort. JAPANEE paper air cushions are said to the New York Times upon a statue by Thaxthe tremendous called "Love's Young Dream, goes on have some advantages over those made of have some advantages over those made of ter called "Love's Young Dream, goes on the read of the sound the sound of the sound the sound of the sound the of smaller dimensions, when not in use; they of smaller dimensions, when not in use; they be removed of the sound of the sound of the sound inclose the the removed of the sound inclose the THE PERORATION. When I conversed the pride and the pride fifth year.