...without benefit to us. There can be ... whatever that the conditions of ... have altogether changed, ... the increasing food supplies both ... grain from other ports. The ... the food supply has ren... English farmers to ... they have been ... there is consequently ... the landlord and tenant ... it is not to be expected ... will submit without re... upon the pressure of ne... large reduction or any re... may feel necessary in their ... that not hostile ... expected, as happened ... and I hope will again, the ... many of them to this ... notwithstanding that cir... it is impossible to ... of the two countries ... States on the ger... emigration without ... comparison as to our fu... be measured by the ... future. What has ... West with reference to ... reasonably to hap... with reference to us, ... is to be obtained by ... I have already stated ... emigration for the United ... completed decades ... respectively, ... present decade it was sup... to 2,700,000. These ... to convince us that the ... Western lands ... so far as that ... to the direct or ... foreign emigration, ... which we can hope to ... North-west. Nor can I ... land in the United ... settlement, though it is, ... reduced, is yet at ... proportions as to ... emigration to our ... are still large areas of ... which are available for ... to those who happen ... States, will give them ... for some years to ... States in a sense, com... market in this respect. The ... can understand, has ... later years to a very ... The Ger... large part in the ... States. They ... and they ... powerful influence, ... led the inhabitants ... continental countries to ... and seek foreign ... further strength from ... settled in the ... of their brother ... descendants of their ... is therefore natural ... expect, for several ... rate, that the ... emigration will ... hitherto, in the ... States. The next ... emigration to the ... from the country ... and we know ... of that country are ... for the British ... been a very strong ... of the population ... the great Republic ... the fathers have ... The wrongs ... the Irish popular ... the memory of ... obliterates and ... the more liberal con... which has ... in this respect ... circumstance has led ... from Ireland to the ... know what the ... sentiment is; but ... things in the ... a great majority ... Radicals. (Cheers.) ... in formulating and ... relief and justice ... tend to still further ... feelings, and mak... a united Empire ... liberal measure of ... and real bonds of ... and the rest of the ... But things ... man can expect ... that within a ... ten years there ... change in the ... emigration. So far ... is concerned ... the tide of ... to the United ... may be ... must be largely set ... The set of immi... shown by fig... those coming ... the notion of ... and situation they ... Republican form of ... would take a ... active share in the ... has actuated ... coming from the ... choose the United ... their energies and ... fully displayed and ... exercised. ... The ... States has been ... It has been re... amount at which ... reduction has been ... difficulties and ob... depression which she ... likely now to be ... revived prosperity. ... say that under these ... this contrast, upon ... still to enlarge ... speech, between the ... States and that of ... which immigrants come, ... to allure them to ... the statistics of ... United States are ... I am able to refer to

... OF TWO STATES

... gentleman opposite a ... and Nebraska. With ... Kansas, the increase was stated ... having been, between 1870 ... In 1870 the population ... was 350,000, thus ... nine years of 490,- ... component parts ... population in the United ... and the natural ... grounds from ... draws her increase. ... going to prove that our ... to have

... 270,000 IN TEN YEARS.

... has not a state of things ... for besides, as the ... showed, having 360,000 of ... start with, Kansas had ... than 1,300 miles of rail... and during the decade ... facilities were increased till ... operation 2,300 miles. ... that this State has shown ... instance of develop... history of the world. In ... State of Kansas was the ... in rank in the United ... and in 1879 is ran up ... the first as a wheat grower. ... run up in 1879, to be the ... in 1879 32,000,000 ... This shows the relative posi... State. But with all its advan... with this large domestic recruiting ... to which I have before alluded, we ... increase of population in nine years ... and we are told that the ... without the advantages pos... by Kansas, is to have an increase of ... in ten years! Now, sir, I ... refer to Nebraska. In that ... there has been rapid progress. ... the population was 388,000. The ... in nine years was 244,000. ... of course a substantial nucleus, ... natural increase from which would form ... part of the total increase. In ... there was a great railway con... Ten years previous there were ... miles of railway, and in 1878 there were ... miles in operation; yet with all these ... there was only an increase of ... in the nine years. I do not think, ... that the only experience to ... which we can refer, or the differ... between the two countries, jus... however sanguine or fervent our ... may be, as business men, dealing with a business transaction, in ascertaining what our assets will be from the North-west in ten years, in concluding that there will be an increase of the population of 550,000 in that country at the end of eleven years. ... such a thing may happen, I wish it would, but I do not think it is possible because

THE EXPERIENCE OF NO OTHER COUNTRY

proves that it can happen in our case. The statement, I think, was purely conjectural, and cannot be sustained by any fact analogous to the case. So much for the first postulate of the hon. gentleman that there would be an emigration of 25,000 for the first year, and an increase of 550,000 in ten years. I do not accept his postulate. I do not think that it is demonstrative in any way, but that all past experience points to its inaccuracy. Next, as to the probable acres to be sold and pre-empted, the hon. gentleman said the Government expected to sell to the purchasers of railway lands 10,880,000 acres, and an equal amount to pre-emptors, making a total of 21,760,000 acres. They expect to give free grants of 10,880,000 acres more, making altogether 32,640,000 acres. Now, the sales in the United States from 1860 to 1869 were 11,770,000 acres, but we are expected to double that in our own sales! The lands disposed of by free grant during the same period amounted to 47,140,000, but we are to sell 21,760,000 acres, and dispose of 10,880,000 more free. Although I quite admit that there are other considerations in our case, that there may be an immense amount of speculation in regard to railroad lands, I think these figures furnish us with an accurate idea of what we may expect. We have no information, however, as to how that may work out. I do not pretend to be able to inform the House on the subject, but it is well known that the railway belts in the United States are as a rule narrower than ours, and that the greater portion of the land called railway lands by us could not be so denominated according to the system of the United States. But we expect to sell twice as many acres as the United States sold in twelve years. Well, may our hopes be realized! But can we afford to risk the future of our country upon the risk of the realization of these hopes? There is, however, a still more important point to refer to in connection with this subject. I will give the number of acres taken up in the twelve great States and Territories to which I have referred at three different periods as compared with the population. In 1850 the population was 2,740,000 souls. The number of acres taken up per head was twelve and a half acres. The number of acres of improved land was 12,900,000, a little under five acres per head of the population. In 1860 the farms taken up were twelve acres per head, and the improved land six and one-third per head of the increased population. In 1870 the farms taken up were ten and a half acres per head, and the improved land under six and a half acres. You thus find that the progress of those States which I have pointed to as the example on which our progress is to be based, had only during this period twelve and a half acres of land per head taken up for farms, and five or six acres per head of improved land. Compare this with the figures the hon. gentleman has given. Grant him the 550,000 emigrants he estimates, he still gives

69 ACRES OF LAND TAKEN UP PER HEAD

of the population. The hon. gentleman may say that is my liberality. I am offering ever so much more land than the United States will give, and it is natural that more land will be taken up per head. No doubt that accounts for part of it, but for how much I do not know. I hold and believe that it is impossible to contend that nearly five times the acreage per head will be taken up in the North-west than was taken up in the most prosperous and rapid period of the development of the States I have mentioned. I think that the calculation of the hon. gentleman has been demonstrated to be utterly and wholly fallacious. It proves that either the hon. gentleman has over-calculated the number of settlers to the population or that he has

OVER-CALCULATED THE QUANTITY OF LAND THEY WILL HAVE.

One or other of these propositions must account for it, because you are taking 59½ acres where the United States dispose of 12½ acres to each head. These figures are suggestive also in another aspect, that of revenue, to which I have referred. You find the proportion very small to the amount to the head taken up improved. I quite agree that our lands, being largely prairie, we may expect to improve more rapidly a larger acreage than the average improved acreage in these States, and due allowance is to be made for that circumstance, but making the most liberal allowance, is it possible that from the extent of the improvements indicated by these figures a large amount in payments on land taxes and revenue can be realized from the settler in the early days? These figures as to the extent of the improved lands, adding what amount you can for the difference of their condition, shows, inasmuch as what the settlers pay they must make out of surplus profits after building houses, barns, fences and paying for the lands, the returns from such a limited area of land under cultivation as we must fairly account for,

CANNOT IN THE EARLY YEARS PRODUCE THE REVENUE MENTIONED.

I maintain the figures I have referred to do not justify as a basis the calculations of the Government. They expect to realize $38,600,000 in eleven years, which would, exclusive of interest, be less than half the cost, the balance being payable later. The United States realized in the eighty-three years up to 1879, from its public lands, $204,500,000, the average being $2,460,000 a year. In the twenty years preceding 1879 it realized $30,350,000, or an average of $1,500,000, which for eleven years would be $16,500,000. But this Government expects to realize $38,500,000 in eleven years. Of course the lands sold by the railway companies are not in this calculation. Allowing for this alteration, and having regard to the extent of the railway belt, assuming the average prices of the Government, justify no such a realization from the lands. The Government calculations are wholly fallacious. They are based on this principle. I deal with them first as to railway lands and second as to the pre-emption lands—the railway lands are in five belts, and the prices are $5, $4, $3, $2 and $1 respectively, which produces an average of $3. But this, though the Government method, is not the scientific method of arriving at the true average price, because the valuable lands in each belt differ. In the first the width is but five miles; in the second fifteen, while the width of the dollar belt is fifty miles. The true average—assuming the land to be taken up according to the relative value and attractiveness, and the lands will bear an enhanced price according to their proximity to the railway—instead of being $3 for these railway lands is but $2.12½. When you consider the varying width of the belts, this reduces the receipts from these lands nearly one-third, or several millions. But the calculation as to the pre-emptions is still more amusing—that for the land they pre-empt they also will pay an average of $3 per acre, but the highest price charged for any pre-emptive land is but $2.50 an acre. I think this is for the first three belts. The fourth belt is $2, and the big belt which equals in width all the others is $1, and consequently

THE AVERAGE PRICE FOR THESE LANDS IS $1.75,

or a little over one-half the estimate on the highest authority. (Cheers.) I thus point out how little this House can depend on the Government estimates. The general result of these two errors is, that instead of $38,590,000 being received from these lands in eleven years, only $23,350,000 will be received, or a reduction of $15,250,000. This is one error of calculation only, and the remaining estimate of $32,750,000 must be reduced to $21,120,000, a reduction of over $11,500,000, making a total error of $26,830,000 in the calculation upon the basis on which it was presented to the House by the Minister. Under these circumstances I am not surprised the hon. gentleman should have felt it necessary to save the $10,000,000 he rescued last week. The

EXTRAVAGANCE OF THE ESTIMATE

is shown in other ways. It seems the purchaser will pay on railway lands $1,219.70 for a lot, while the pre-emptors, at the same rate for their half, 160 acres, will pay at the highest $522.40, principal and interest. But apart from these errors of calculation, reducing so largely the fund upon which we were to confide for building the Columbia section of the Canada Pacific Railway, there are other considerations which

WHOLLY VITIATE THE CALCULATIONS

of the hon. gentleman. The average finally depends upon the sale of lands in the nearer belts, and if anything occurs to disturb the sales in them it is quite clear that even the smaller average would not be realized. How the average and the whole sales depend upon the character of the country my hon. friend from Lambton will kindly relieve me from dealing with the question, as having looked at all the reports on that subject, he will undertake the task of pointing out what, according to our official information, is the character of the country in the railway belt. It will be found that the map which the hon. gentleman brought down last year is not at all "brown" enough with reference to the North-west. It does not by any means accurately represent the extent of bad and inferior land in the North-west. The hon. gentleman stated that he estimated there were 150,000,000 acres of available land, but he did not state all that was arable or wheat land. It will be found that the number of acres of wheat land are got to be measured by anything like these figures. It will be found also that other circumstances occur to prevent it, being possible that the high-priced lands close to the railway belt should be taken up. There is bad land close to the railway, in many places swamp and inferior land. These and other considerations show that both with reference to the suggested average obtainable, as it is, only by assuming that the lands near the railway are all good lands and the general rate of prices obtainable only by an exaggerated view as to the quantity of first-class land, the expectation of the hon. gentleman is likely to be realized at all. Now it is obvious that if there be bad lands close to the railway the settlers will not pay $5 an acre for them. There is no object in being near the railway if you can raise nothing which you can send away. You would rather be fifty miles away and raise a crop than close to the line

AND RAISE NOTHING.

Another circumstance which vitiates this estimate is that the settlers will not buy railway lands as long as free grants are obtainable. I speak in the large. Of course there will be instances in which a man will buy railway lands, and the capitalist who wants more than 300 acres will doubtless buy railway lands. But, speaking generally, you will find that they won't purchase railway lands so long as free grants are obtainable. There is a reason why they should not. They get 160 acres free and the remainder on more favorable terms than the purchaser of railway lands, and therefore there will be in these earlier years fewer purchasers of railway lands than the hon. gentleman calculates. Another reason why there will be fewer purchases by settlers of railway lands is that the hon. gentleman has placed a barrier to such purchase by opening the railway lands to speculators. Speculators are following day by day and hour by hour in the track of the surveyors finding out where are the best sections, and their entries are in the land office, when the report comes in, not with a view of settlement, but with the view of taking what people on the English stock market call "a long shot"—with the view of investing ten cents an acre in dollar lands, or twenty cents an acre in two dollar lands in the expectation that in a few years the development of the country will enable them to

EXACT HIGHER TERMS FROM THE SETTLERS COMING IN.

The hon. gentleman may delude this House by a return this year or the next into the notion that he is going to make a great deal of money by settling the railway lands, because he is settling a large quantity of cheap lands on which the purchasers are paying only ten cents an acre, but the returns from railway lands will be what settlers will pay. What the settlers will pay is the measure of the true value of those lands to us, and you are deliberately marring the chances of settling that country when you place in the hands of speculators, upon the payment of ten cents an acre, the choicest part of the railway lands, leaving it to them to determine how soon and at what price the intending emigrant may take them and begin to make them valuable and productive to himself and the country. Then it is pretended that the pre-empters will at the end of three years pay in bulk four-tenths of their pre-emption with the interest. (Cheers.)

The hon. gentleman seriously suggests that 3,000 men who go in 1880 will in 1883 pay in $696,000; the next lot will pay $928,000; the third $1,160,000, and so on, until 1890, when the sum to be paid in will be $15,076,000. I quite agree with the hon. gentleman that the free grant settlers will take their preemptions. No doubt they will enter for them and proceed to improve them in part, but there is equally little doubt that when the end of the third year comes round the hon. gentleman's

COFFERS WILL NOT BE MUCH FULLER

by reason of these preemptions becoming due. I do not mean to say he may not ultimately realize it, but I am talking of his calculations that he will build this railway in ten years by receipts from these lands. I say that all the experience of all Governments with reference to sales of public lands is that the settler is slow to pay. Is the hon. gentleman going to tell these men who have been doing all they can to cultivate these lands during three years that unless they pay up their preemption money they will forfeit their preemption? Is he going to use the landlord policy with reference to these settlers? Is he going to evict them? No! He has no intention of doing that. He will not even threaten them. Judging from all experience, the result will be that settlers will feel secure, will feel that it is not necessary for him to pay promptly. Consequently the calculations based upon the revenue from these lands will be wholly falsified. Now I venture to say if every one of these calculations be realized, if the honorable gentleman gets into that country the amount of emigration he expects, and at the time he expects, if he makes sales to the number and at the prices he expects, these calculations will under no circumstances be realized. Under no circumstances will he receive these sums or anything like them. The receipts from settlers in earlier years will be relatively small sums, and not before these settlers achieve prosperity and become able to pay will you find these lands becoming a source of revenue to the country. Even according to my calculations he would be receiving in the fourth year but $1,221,000, running up to nearly $5,000,000 in the last year, so that these corrected calculations are

AS PREPOSTEROUS AS THE ORIGINAL.

Then the hon. gentleman takes up the question of the expenses of management and surveys, which he estimates at $2,400,000. Now, judging by the results in the United States, that also is quite too low. You will remember that there was an enormous acreage to be surveyed. If all lands were fairly good lands, and surveys should be conducted only abreast of the settlement, you would require to survey 49,300,000 acres to effect the settlement the hon. gentleman expects. Not that that much will be taken up by that number of persons, but to enable the free granters to take up the grants he expects to be taken up, but that is on the assumption that all the land to be surveyed is good land and will be taken up. I say that that is

AN ASSUMPTION

we cannot reasonably act upon, and that it is more correct perhaps to conjecture, as we are now in the region of conjecture, that 80,000,000 will be the amount of acres required to be surveyed than to conjecture that 50,000,000 will be the number. I do not know what the emigration policy of the Government is to be, whether they intend largely to increase expenses for that purpose or not, but it is obvious that if these lands are to be productive the cost of rendering them so by inducing emigration into that country must become the first charge upon the lands; that from the cost of surveys and management should reasonably be deducted from net proceeds of lands before you can ascertain what will be the sum you can depend upon to build the railway. I maintain

THE WHOLE THING IS VISIONARY.

When the hon. gentleman opened his remarks he demanded a certain postulate to be granted to him, by declaring that he would prove his figures to a demonstration, and then at the end he offered us to abate one half. "If you will not," says he, "take the whole of my estimate take one half." A calculation commencing so pretentiously and terminating in so humiliating a manner, was hardly perhaps worthy the serious attention I have been compelled to ask the House to give it.

Now, with reference to the application of the money. In the announcement of the first Minister he took $38,600,000 that was to be received in the 11 years and deducted at the close of the period $2,400,000 for management, the net cash coming in being $36,200,000. Set this against the $60,000,000 to be spent on the Pacific Railway and there is a small balance due of $24,000,000! Yet the hon. gentleman tells us the cost of the road is to be repaid out of the land sales. But that is not the true state of the account. Even the $18,000,000 the hon. Finance Minister was willing to deduct does not represent the true state of the case. As I said the other evening, we shall have spent up to the 30th of June, $15,000,000 in round numbers on the Pacific Railway, the interest on which, at 4 per cent., would amount to about $1,272,000 up to that period. But taking the figures of the Ministers given the other night, namely, an expenditure of $10,000,000 a year for the first two years, and $5,000,000 a year for each of the following years; and taking the receipts from lands, as the Minister estimated, then the result would be

A YEARLY DEFICIENCY

for interest, so large as to run up in the sixth year to $698,000 before the account go to the credit side at all. The account got to the credit side in 1879, and from that time the interest is paid, and something goes towards the principal, but the practical result would be a credit, according to that calculation, at the close of the term, of $19,681,000 to the capital account of the Pacific Railway. But, according to true calculations to which I have referred, there would be a deficit on interest swelling each year until it reached a sum of over five millions, and that went down until it reached $1,478,000, so that the practical result was that at the close of the term there would be nothing done except to pay the interest on the cost of construction, and the whole capital account, with a portion of interest, would remain due. (Hear, hear.) And when you remember that this calculation is based upon

VISIONARY ESTIMATES,

I think that as business men we cannot build largely on the taxes of this country being redeemed on the construction of this Railway within the next few years. My conclusion is this, that although they might receive, and I hope they will receive in the time to come, a considerable revenue from our lands in the Northwest—yet they can not as prudent men expect that we would receive such a considerable sum, or anything approaching it, or anything approaching one-half that sum which the honorable minister had brought before the House—that they could not expect the immediate charge and strain upon the resources of the country involved in

THE MINISTERIAL PROGRAMME

would be at present borne out of the receipts from lands. They must look therefore to our other resources for the present bearing of that strain, and when these receipts did come in they would come in to recompense for the long years of arrears of interest and would do much towards the liquidation of the public debt. (Hear, hear.) I have no wish to restrict any expenditure which is essential to us for the settlement of the country. I wish the House to understand that that is at any rate no part of my policy. If the House believes that we have a prospect there I want all to unite in the effort to realize that prospect. I want us to direct our exertions to every step that would be calculated to make the best of the country; to settle it at the earliest day; to gave it as soon as possible

A PRODUCTIVE POPULATION,

and make it an influential portion of the Dominion. (Hear, hear and cheers.) It is because I want the experiment to have a fair chance of success, because I believe that, committed as we are to the view that it was our duty and our interest to give it that chance of success, that I implore the House to direct its undivided attention to applying the resources of this country exclusively to that part of the whole enterprise, without the success of which there could not be a Pacific Railway from sea to sea—without the success of which we must fall to the wind. Prudence in our expenditure is essential to the success of settlement. Do you suppose that those intelligent persons who were about to emigrate to this country would be attracted or the reverse by the proposal to expend thirty millions on the gorges of British Columbia. Do you suppose that the suggestion that we could afford to increase the burdens of the country by this large sum at present because these people would pay it in taxes and land was encouraging them to go into that country? Do you suppose that these people, reading the principles and programme of the Administration upon this subject, and understanding that the expenditure was to be at once incurred, because they would all pay for it, would not say, "perhaps we had better not come—perhaps we had better not be the partakers in this gigantic undertaking if we are also to be the disbursers." (Hear, hear.)

PRUDENCE

in the limitation of our burdens with reference to the increase of the national debt, with reference to the very enterprise the Government is undertaking at the same time that they are undertaking the settlement of this country, is an essential condition to the success of their enterprise in colonization. (Hear, hear.)

OUR POSITION IS CRITICAL,

and we should husband our resources for what that critical position might demand. The hon. Minister stated last night that Canada stood in a critical position. I agree with him, and standing in that position—more critical in my view, perhaps, than in the hon. gentleman's—it is doubly necessary that we should take care not to undertake more than was deemed by both sides essential to the success of the future of our country. The tide is over for the present, and if their expectations were realized—if they receive this large sum within the short period they had predicted—if within four or five years these sums were paid into the Treasury—then it would be time enough to believe that there was a practical basis upon which business men could act—time enough to believe that they had a basis upon which they could proceed to build in British Columbia. Then they could honestly tell their constituents that there was money to be got from their lands out of which the railway could be built without further

ADDING TO THEIR BURDENS

(Hear, hear.) But in the meantime they cannot honestly say this; they cannot show them that the resources of this country, without further adding to its burdens, without using our other taxes for the purpose, would suffice to build a railway to British Columbia, and I for one stand opposed to the expenditure of our public money in any such way. (Hear, hear and cheers.) In order that they may understand what our condition is irrespective of this question of resources and of land, it is necessary to look into the condition of the country. There exists a state of things of which it is extremely difficult to form an estimate. Fortunately they are called upon to form an estimate now, not for one or two years, but for a series of years. They have a policy before them, and they are therefore called upon to measure the future of this country for a long term. The best plan is to look back a little and understand if from the lessons of the past, they can derive any light to be shed upon our future progress. It is extremely difficult, as I have said, to deal even in a series of years with the question of the progress of this country. The vicissitudes of the seasons, upon which depends our main industry and source of wealth, the changes in the market of the world, of the price of grain, the changes in price of lumber, our principle articles of export, the changes in the world's trade, depressions and inflations, which result in alterations in the profits of our shipping business—all these circumstances rendered it an extremely difficult task for a Finance Minister from time to time to forecast the future of Canada, even for a short eighteen months, and it is with unfeigned diffidence that I venture to offer some general observations with reference to the past as throwing light on the future of our country.

For three years after Confederation the

AMOUNT OF OUR IMPORTS

was almost stationary. The times were hard. That period was followed by three or four years of tremendous inflation. The hon. member for Gloucester (Anglin) referred to one circumstance which no doubt reduced to some extent the apparent amount of our imports, namely, our illicit trade with the United States. There was also the excessive values of commodities. These circumstances no doubt were to be considered with reference to our apparent inflation. But apart from the question of that illicit trade, and notwithstanding these inflated values, they only proved that we got less for our money. They did not prove that we paid less money. After this period of four years there followed four years of even widening and deepening depression, and the first question I put is how far the tax-paying powers have increased since 1871, when it was resolved that we should not increase the existing rate of taxation in order to complete the Pacific Railway. Two factors which have to be considered in order to solve this question are—1st, increase of population; 2nd, increase of resources. Increase of population does not necessarily mean increase of tax-paying power. I do not believe that relatively the people of Canada are able to pay more taxes than in 1871. There has been enormous shrinkage in the lumber trade, from $20,000,000 to $13,000,000. There have been many bad crops. There has been a shrinkage in bank stocks, a number of these institutions having been swept away altogether. There has been depreciation in real estate, not so much as compared with 1871, but sufficient to be destructive of any increase between 1871 and 1879. There has been a general and long prevailing state of depression. Besides this, there has been a large increase in public, provincial, municipal, corporation and private indebtedness. Any one who listened to the debate on the bill to regulate interest could not but be appalled with the amount loaned on mortgages in the Province of Ontario. Added to all this, there has been an upward turn in the price of gold, which was unfavorable to all borrowing communities. Against these are to be set expenditures which have taken the form of assets. But these are represented in part by premature or misdirected application of capital. No one will pretend that the Intercolonial Railway, built as it was, is a good

COMMERCIAL SPECULATION,

and several railways in Ontario were constructed at a time when they could not be made to benefit the public. Many of those public works will in future be very valuable, but at present they do not form any present addition to our resources. The tax-paying power of the people of Canada, man for man, is no greater than in 1871. (Hear, hear.) The proof of that is that we are actually buying less. For four years the imports have been diminishing. Last year they reached the lowest point for nine years. It is said we were buying less in nominal value, because goods were cheaper and they got more for their money. But that observation does not hold good, for values in 1871 had not reached their maximum and were not so far above those for 1879 as to account for this difference in amount of importations. Speaking generally, and in view of the history of the last decade, Canada can not expect a rapid increase of her resources. I hope for progress, though it be burdened by our tariff laws. The hon. gentlemen opposite hope for progress on account of tariff laws. Both are agreed in hoping for progress. That there will be progress I have no doubt, but I think it will not be such as to interfere with the correctness of calculations I am making. I believe hard work, gradual accumulation, and rigid economy is the fate of this country as a whole and individually. I regard it as a not unhappy fate at all, as it has its compensating advantages. From our climate and resources and other circumstances, we learn from the necessities of our situation virtues which go far to compensate. There are prospects of greater material prosperity existing in other lands, but they must learn these virtues, and practice them too. And when you find apparent progress by leaps and bounds you may conclude that that progress is more fictitious than real,

AND WILL BE FOLLOWED BY DISASTER.

We may, as the hon. gentleman stated the other night, number our population at 4,000,000, or at the rate of census 4,050,000, that is, including all the new Provinces. I have an interesting table for the Parliament ten years after Confederation, and which will answer the hon. gentleman's query the other day in reference to the tax-paying power of Manitoba and British Columbia, when he asked why it should not equal the expenditure, assigning to each province its local expenditure, its share of the federal expenses assigned to each province and its share of the same expenses not assigned. The total taxes received were $198,000,000; payments, $189,350,000; surplus, $8,650,000. The following were the amounts for the various Provinces:—Manitoba received $876,000, and expended $1,599,000, deficit $722,000; Prince Edward Island received $156,000, and expended $2,624,000, deficit $1,067,000; British Columbia received $2,557,000, and expended $3,441,000, deficit $883,000; Nova Scotia received $19,112,000, and expended $21,175,000, deficit $2,053,000; general and the North-West, including undistinguished federal charges, such as the civil government, legislation, and the surveys for railways, interest on part of the public debt, expenditure in connection with the North-West, received $7,600,000, and expended $50,581,000, deficit $42,922,000. Against these must be put surpluses as follows:—New Brunswick received $17,106,000, and expended $16,597,000, surplus $508,000; Ontario and Quebec received $149,160,000, expenditure $93,340,000, surplus $55,820,000; total surplus $56,328,000; total deficit $47,667,000; net surplus $8,651,000. He had been unable to separate the figures relating to Ontario and Quebec, as it would be difficult to do that, but in order to give some idea of the relative positions of these two Provinces he might set forth the following:—Excise, Ontario, $26,723,000; Quebec, $13,647,000. Customs—apportioning the amounts received at Montreal according to the report of the Commissioner who examined the goods there to decide upon the portion entering for consumption for Ontario and Quebec respectively — Ontario, $60,125,000; Quebec, $31,357,000. Bill stamps, estimated proportion. Ontario, $116,000; Quebec, $552,000; total for Ontario, $87,954,000; for Quebec, $45,556,000. I know that these figures may be disputed in some respects by the people of the Maritime Provinces as to the particular items which have reference to expenditure on the Intercolonial Railway. I know it is contended, whether rightly or wrongly, that this expenditure should be entered as a general charge against the whole Dominion, and not charged separately against the Provinces. I state this in order that the House may understand that these figures may be somewhat affected in that respect, although the result will not be materially altered on that account. It will be seen from these statistics that the now provinces are

NOT VERY LARGE CONTRIBUTORS

to the net revenue of this Dominion, and it will be further seen that the bulk of the expenditure is contributed by the province from which I have the honor to come. The figures I have given show that our tax-paying power has increased since 1871, at the rate of 16 per cent., but while our tax paying power has only increased according to the population at the rate of 16 per cent per head, our expenditure has increased during the same period near 56 per cent per head. This includes charges on revenue and all other expenditure whatever. The Post Office Department shows an increased deficit of 200 per cent, and the Public Works of 42 per cent, as against the 10 per cent per head of tax paying power. Now on your public debt you have an

ANNUAL INTEREST TO PAY $7,000,000,

and if we have to borrow in England it will not be as pretended, to pay for our railway construction, but the loan will have to be applied to the payment of this enormous interest. You will go on borrowing until you have borrowed enough to pay your annual interest. But we cannot go on this way for ever, and the hon. the Finance Minister, who says he is going to get what he wants in this country in the future, will find himself greatly mistaken. I think, sir, when we consider in contrasting our tax-paying power with our expenditure, and when we find that our tax-paying power has only increased about 16 per cent. per head, while our expenditure has increased more that 50 per cent. per head, the situation of

THIS COUNTRY IS VERY CRITICAL.

We have run ahead of our resources. We have run ahead of our tax-paying power. We have imitated and far exceeded the European system. European nations from 1864 to 1879 increased their national debts 65 per cent., but we have doubled ours in nine years. The budgets of the whole series of years mentioned were increased in Europe 40 per cent., but we have gone far beyond them in nine years in our Budget. It is quite true that our expenditure is more productive than their's. We have not been engaged in wars. We have expended these heavy sums in improvement. But for all that we have been far too immoderate in our expenditure. We have gone far beyond our tax-paying power, and we have far surpassed the European system in the increase of our annual charge. I say we should not present such

A CONTRAST

as this to emigrants. There is one country which presents a contrast to the European system. While Canada increases her national debt, while you find Canada far surpassing the European system of increasing their national debt, the United States has presented to the people of Europe the unique example of an enormous reduction in its national debt, and to that fact that I attribute to a very great extent one of our greatest difficulties in competing with that country for immigrants. I daresay the hon. gentlemen will accuse me of being "unpatriotic," but it is no use blinking at the facts. It is not unpatriotic to state what is true.

Sir Chas. Tupper—The hon. gentleman mistates if he thinks I object to his stating the fact that any nation has succeeded in reducing its debt. I should certainly not make any such objections.

Mr. Blake—Not only has the increased expenditure in this country been applied to improvements, but the increase also has been applied in Europe to similar objects. Much of it has been expended in the construction of the railways there. I want to know why it is not prudent for the emigrant, flying from burdens in his own country—flying from an enormous national debt—why it is not prudent for him to endeavor to locate himself in a country which presents a contrast, which shows a continually decreasing debt, and which therefore promises to

LIGHTEN THE BURDENS

of taxation? We do not present this contrast—the United States do present that contrast. I want to know why we should not emulate their plan in placing this contrast before immigrants instead of following the example in reference to high taxation set by the old countries from which we expect them to come? Before the war the expenditure of the United States, which had then a population of twenty-seven and a half millions, showed a proportion of $2 a head. It is perfectly true that that comparison would be fair without a very large reduction on that account, but making that large reduction it is equally true that our system is becoming extravagant, and enormous, and has gone beyond the increase of the tax paying powers of the country, and it is time to

CALL A HALT.

In this expenditure there is included $1,272,000 for interest on the Pacific Railway. How are we to meet all this while our tax paying powers have been increasing so moderately, and while our expenditure has been increasing so rapidly? How are we to make both ends meet? Partly by loans and partly by adding to the burdens of the country. You cannot make a power to pay by adding to the taxation of the people. The Finance Minister showed that the difference between the customs duty of 1868 and 1879 was a dollar per head, and that the increase it added was four millions to our taxation. He gave us the figures by a rough calculation. According to my view the figures for that period ought to be $4,400,000, and I hold that the way he has computed is not a fair way of determining what the increase to the burdens of the people have been, that they have been to a much larger extent. There are

THREE RATES OF TAXATION.

There is the taxation of bills, which I need not refer to as of a very material consideration. The excise and other items I will not refer to, for the large increase in the duty on malt has been taken off. I will take up, then, the excise on spirits, and compare the duty on the sum of 1879 from the rates of 1880. The amount of duty in the consumption was $3,650,000. Hon. gentlemen may say that the consumption of 1879 is too large—that it was an abnormal consumption—in consequence of the apprehension of a rise in the rate of duty, and therefore the gross tax is larger and ought to be considered in regard to this quesion. But I

DISPUTE THE STATEMENT,

for it will be found that the correct average of the whole nine years since 1871, corrected by the increase of population, would give a consumption of 3,800,000 gallons, and that the incorrect average would be almost equal to the amount ex-warehouse. I will admit that the hon. gentleman does not expect to get that consumption this year, but in my opinion the tax has gone beyond the point at which he can raise a revenue from it. I hope his views with reference to the more moderate use of liquor may affect the consumption, but I maintain that a fair estimation of this ability is the consumption of 1879, because it is largely below the aggregate and hardly higher than the average for the nine years. Taking tobacco in 1879 at the rates of 1880, and the amount was $1,580,000. In 1871 at the same rates, it was $1,140,000, an increase of $440,000 or 39 per cent. The consumption is below the average for nine years, and the correct average would be 8,100,000 pounds, which is far in excess of the amount ex-warehouse. In 1879, therefore, I find in excess an increased taxation of $1,340,000 on the two articles of spirits and tobacco. I have endeavored to ascertain what the consumption is in respect to Customs, but it does not do to take the amount of goods imported for obvious reasons. It does not do either for actual or comparative purposes to take the amount entered in the Customs House, but taking the amount entered for consumption (the foreign grain imported were practically *in transitu* on replacing an equivalent amount of domestic grain) you can ascertain as nearly as the public records will permit what the consumption of free and dutiable articles imported was for that year. Allowing for the temporary duties imposed in 1870, and taken off in 1871 by a resolution which took effect prior to the resolution of 11th April of that year, the rate of our duty upon the amount of consumption on an average for the four years was 13.90 per cent. These I took to be a fair estimate of what the incidence and burdens of our taxation were upon our importations, dutiable and free, during that period. If you make no allowance at all for these temporary duties the average would give 14.21 per cent., which is an increase hardly worth speaking of. During the subsequent three years the average was 12.33. Goods entered for consumption the first completed year under the tariff of 1874-1875 showed a duty of 13.42 per cent., an increase of 2 per cent. over that which immediately preceded it. The rate for six months of the current year is 19.62 per cent., as compared with 13.90 in the yearly period of which I have spoken. The hon. Minister of Finance has told us that there were very large importations in anticipation of the tariff, and that the rates were very considerably reduced owing to that fact. They had, however, reduced considerably his receipts for the current year. They knew that when over-importations were made they were made in these goods in respect of which the highest rise was expected to be made, and therefore the tariff for the current six months would be lower than the normal average, and 19.62 did not represent presumably the true weight of this incidence when the consumption once again became normal, and we had a high class as well as a low class, so that the highest increase of our imports would be the smallest measure of our Customs burdens. If they had an increase on Excise of $1,340,000, they had a total increase of duties amounting to $5,415,000 calculated on the consumption of 1879. But what would this tariff do on a great consumption, say the 109 millions, which was the corrected average of the four years from 1872 to 1875. It was about one-fifth on everything we imported, and would take from us nearly twenty-two millions in customs. But they should try to arrive at a normal consumption. There were two modes they could adopt. They could either take that of 1871 and add 16 per cent. as representing the increase of population, which would be ninety-one millions, for the consumption of last year; or they could take, if they pleased, the cycle of inflation and depression, the nine years from 1871 to 1879, and average the whole consumption of those years, and they would have on the uncorrected average a consumption of $91,300,000, which was within a trifle of the amount arrived at by the other mode. They might therefore take the normal consumption of about ninety-one millions, and our customs tax would be $17,850,000, an increase of $5,200,000, or adding the excise, $6,740,000 of an increase on the normal consumption under the blessings of the present tariff. Well, with good times and high prices we ought to have a revenue, when, if, with part of everything that comes into the country, great or small, cheap or dear, free or dutiable, raw material or manufactured articles, necessary of life or luxury, is taxed to make the average, it should be tolerably clear that if there is any importations at all that one-fifth should come into the coffers of the country. But no consideration has been taken of

A VERY IMPORTANT ITEM.

We have been considering only the amounts that enter into the customs. But the uncounted millions that go into the pockets of thousands of private persons, that are to add to the legitimate profits of some trades, that are to be compensated for the misdirected and unprofitable application of capital of labor by the mass of consumers—we are unable to ascertain or to take into account. But this we know, that anything of this kind does not swell the public treasury. It may be accepted as a fact that we have in many cases passed the limit of effective taxation. Certain it is that unless the hon. gentleman has wholly miscalculated his object, unless he has wholly bungled in the exercise of the great weapon he has used, he will have stimulated home manufactures in respect to some of the best articles of importation. It it certain that he will have deprived the coffers of the country of the duties to be derived from those articles.

Sir Samuel Tilley—As in the United States for instance.

Mr. Blake—I do not propose to enter into a general discussion of Free Trade nor to analyze the condition of the United States, or how far they can play tricks with political economy. I think the distinctions are obviously new. I say the effect will be produced, and if there be good crops and high prices there is no doubt the customs revenue will be increased, but there is no doubt also that a very large sum will be, as it has been, diverted from the Customs House to the pockets of individuals. It appears by the admission of the hon. gentleman, and by the figures I have stated, we have largely increased the burden of our taxation, and that every dollar of interest that we are paying and are to pay for the construction of the Pacific Railway must come out of this increased taxation or from fresh means. It was demonstrated by the admission of the hon. gentleman, and more fully by the arguments I have advanced, that we have increased the burden of our taxation largely, and it is obvious that you cannot place the additional interest this outlay will inflict on us for the construction of the Pacific Railway. Even apart from the Pacific Railway, and further expenditure on it, we are still in

A CRITICAL CONDITION.

We are still trying our great experiment, still engaged in the effort of making both ends meet. We have not yet accomplished that feat. The hon. gentleman said a month or six weeks ago that the revenue would be within half a million of the public requirements. I wonder whether he will say so when he moves the second reading of the Supply Bill. We believe it will be a great deal more. We are not yet in a state of equilibrium as to receipts and expenditures. We are engaged in a great trade experiment. Is one great experiment not enough at a time? Would it not be better not to plunge too deeply in the experiments, speculations, and conjectures? Would it not be better, as we are engaged in this great experiment financially, commercially, and fiscally, not to enter into fresh financial engagements of an enormous character, based upon

SPECULATION AND CONJECTURE?

Are we now finally to subvert the policy of Parliament re-enacted, as I have pointed out, four or five several times, agreed to unanimously in 1876, that this road should be so constructed as not to increase the burden of all taxation, because if you agree to the scheme of the Government and go on with the construction of the road in British Columbia, you do finally subvert and abandon that policy, and you can never recur to it, and you commit yourself to the construction of that road irrespective of the rate of taxation and the burdens to be imposed upon the country? I ask the House not to begin that now, but in preference to say they will complete the road between Fort William and Selkirk, and go on with the prairie sections, and see the result of settlement and colonization of the country, and then when they have seen the result and ascertained that there is a substantial basis upon which, without drawing upon this country the grinding taxation which is now being levied on us for the purpose, without this fresh taxation that the railway may be built in Columbia, then to commence its construction and not before. Consider this Confederation, remember of what it is composed, how it was formed. It was formed, as a cynic has said and may say again, as indeed was practically admitted by the hon. gentleman opposite, when they told us in 1869 that the Union was only a nation on paper, and that it was the subsequent acts of this union that would come into a real and permanent union, based on the elements on which alone a real union can be affected. It was formed as between Ontario and Quebec rather as divorce. As to Nova Scotia, she was coerced into it, and afterwards compensated for the loss of her honor. As to New Brunswick, she was frightened into it, and afterwards compensated. As to Manitoba, she was hurried and coerced as well. As to Prince Edward Island and British Columbia, shall I say they were seduced into it by pledges and promises, by at any rate a most expensive settlement? That being the original condition of things, the union being a union of paper as it was, I want to know what has been done to cement it—how it now stands after all your political measures—a province where almost every one is insisting at your doors for aid? Meeting our extravagance, they have come to look at us principally in the character of

THE TAX GATHERER

from the Provinces, and they believe they may come as far as they please, and that the Dominion exchequer must fill the void from the collections from the larger Provinces—not desirous of paying their share, but of throwing upon the other Provinces, or one of them, the balance of the liabilities. The largest Province asks no special advantages. She is ready to see the revenues, from whatever quarter they come, expended in the best way for the general interest of the Dominion, but she asks, and is entitled to ask, for a proper

ECONOMICAL EXPENDITURE

of the revenue. All public works of the old Provinces are at a standstill. Our shipping is depressed, and is asking for some relief. There is no money for it. The vast expenditure of Quebec to reach the great west is abortive for a time—no money; for the extension to the east—no money for it; it cannot be done. The money must be spent in the gorges of the Frazer in British Columbia! How much less interest have we in opening up the canyons and gorges of British Columbia if it be true, as your Commissioner said, that it is impossible for us with our limited means to undertake the settlement of the North-west ourselves, as we have neither sufficient population nor money for the work—how much less are we able to add to this heavy task the construction of the Columbia section of the Canadian Pacific Railway? Is this the true way of developing even in a poor and attenuated measure that national spirit which may be looked to support the country by and by, whenever it may care to take its legitimate share in the concerns of the great family of nations? Is this

THE TRUE WAY TO DEVELOPE

the spirit of brotherly love and unity, to consolidate the union and give us the elements of a successful union and make us one people, satisfying for a time British Columbia, but only as a pledge, only as its people know that when the Pacific Railway is commenced we are bound to complete it through the whole of their Province, to satisfy those 12,000 people at the risk of ruining the whole Dominion. This is not the way to cement the Union or make it lasting. It is not by the

RESTRICTION OF TRADE,

compelling one person to trade with some other to his own loss; it is not by an enormous and crushing national debt, by additional taxation, raising the prices of our necessaries and diminishing the comforts of our lives; it is not by flinging with lavish hand into the gorges and canyons of British Columbia all you can borrow or raise, while all the interests in the older provinces are reported at a standstill, that you will cement and make prosperous this Union. You are making our load heavier than that of the United States. You are making our debt intolerable to the poor. You are running that risk, you who so depreciate annexation, by the course into which you have plunged the country. You are paving the way to that annexation by rendering it the only possible escape from the serious dangers with which we are menaced. You tell us we are injuring the country by discussing its railway policy and suggesting that it may be changed, and you send a high Commissioner to England asking her to close her ports against the grain of the world in order that your and her farmers may receive higher prices for it from her millions of poor, and in return you propose to fling wide open your Custom House doors to give full liberty to the British manufacturers to sell their goods among us, and blast by a fatal blow every Canadian manufacture in any way dependent upon protection for prosperity. Such is your

RECKLESS, IMPRACTICABLE, INCONSISTENT POLICY.

You ask for mine. I will give it to you. Set free the springs of legitimate trade and revenue which you have dishonestly checked; open the ports to trade, or remove the illegitimate bars with which you have closed them; free the people as rapidly as may be possible from excessive and grinding taxation; return to a revenue tariff, the only legitimate tariff for the purposes of this country, affording necessarily as it does not only a certain measure of protection, but also the most productive means by which the public needs can be reached; by an earnest, searching plan of economy and retrenchment in every branch of the public expenditure endeavor to make both ends meet and lighten the public burdens. But if you will not do all these things, if you will persist in your present course, then in this particular at any rate be prudent, if in all else you will risk the future of the country. In regard to the construction of this great work, confine yourselves to the completion of the most promising sections of so much as is necessary to settle and develope the North-west and leave, in order that you may ultimately succeed in your policy—in order that your policy for the development of your resources may ultimately succeed—leave alone for the present the construction of the railway in British Columbia. Do not by any present action—based on any dreams or visionary prospects, risk the Union of your country.

The hon. gentleman took his seat amidst loud applause.

London Truth:—"When a girl has received the best education which schools can afford; when she has a pretty face, a taste for finery; and a desire to have a house of her own, she soon turns restless on finding that no eligible proposals are forthcoming for her hand. In the nature of things, it must needs be that the majority of girls in the middle class are condemned to remain single in their prime. Men cannot marry until their prospects are well assured, and this happens to most men only when they are bordering on thirty."

Mrs. Scott-Siddons was reading to a fashionable audience at Columbia, S. C. In the midst of a selection from "King John," at the point where the *Prince* is sentenced to be blinded, she stopped abruptly, said it was impossible to proceed, and walked off the stage. The people thought that she was overcome by emotion, aroused by the passage which she was reading, and so they applauded her for the supposed display of womanly feeling. But they were mistaken. A party of young men in a box had annoyed her by conversation and inattention, and she returned to explain that unless they behaved better she would read no more. They were quiet thereafter.

BRITISH POLITICAL ORATORY.

Brilliant Reply of Mr. Gladstone to Some of His Assailants.

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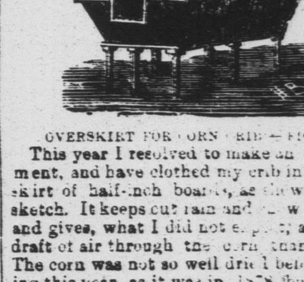
If I may still detain you for a few minutes—(loud cheers, and "Go on")—I will say a few words upon a subject to which our opponents are very fond of referring. They appear to think that it will be in their power to persuade the people of England to vote for them by showing that various foreign newspapers—(laughter)—and possibly one or two foreign governments, think that Lord Beaconsfield and his colleagues ought to be retained in office. (Hear, hear.) Now, gentlemen, I do not in the slightest degree wish either to over-value or to under-value foreign opinion. In my view, foreign opinion ought never to direct the opinion of the people of this country. (Hear, hear.) But I think that wherever foreign opinion is impartial opinion, there it ought to have some weight with us in the formation of our judgments; when it is addressed to criticising acts we have done, or omissions we have made. I make, gentlemen, these remarks upon the conduct of the Tory party in this respect. They cite various newspapers from France, from Germany, and from Austria. I don't admit the opinion of the people of these countries, possibly excepting one—I don't admit the opinion of the people of these countries to be adverse to us—I mean to the Liberal party. I don't admit that the people of these countries have disapproved of the conduct of the Liberal party. I believe, for example, that in Austria, where there are very influential portions of the people, particularly the Hungarians, the Magyars, who have violently disapproved of the conduct of the Liberal party—I believe the whole Slavonic, or nearly the whole Slavonic population of Austria, which is twice or three times as large as the Magyar population, has sympathized with or approved of the conduct of the Liberal party. (Hear, hear.) What I wish to observe is this, that even though it were true that the people of France, Germany, or Austria disapproved of our course, there are some other countries in the world besides these. I for one cannot think it is a fact wholly unimportant, and I am afraid it is indisputable, that the conduct of Her Majesty's Government has utterly alienated from the people of this country the feelings, not of the Russian Government, to which I should attach very little consequence, but the feelings of eighty millions of people who form the Russian nation. (Hear, hear.) They have certainly enstranged twenty millions of Christians of the Turkish Empire, in whose ears the name of England, which they would have embraced, which they would have almost worshipped, would we but have given them fair play, but in whose ears that name is now little less than odious, as associated with the maintainance of a cruel, wanton, and debasing tyranny over them. I have never heard it said that the 30,000,000 of Italians disapprove of the conduct of the Liberal party—(hear, hear)—and my belief is that the Italians, who have been long themselves engaged in the struggle for freedom—at length satisfactorily attained—remember that they received important aid from the Liberal party—(cheers)—with Lord Palmerston at its head, in the achievement of that great consummation; but that the party with Lord Beaconsfield at its head, and in his own person particularly, was always adverse to the freedom of Italy. (Hear, hear.) But, gentlemen, there are another set of States in Europe to whose opinions I for one attach considerable importance. They are the smaller free States of Europe—Belgium—(cheers)—Holland, Sweden, Denmark, Portugal—I have never seen one single citation, I have never heard one single reference to the opinions of the twenty millions of Europeans inhabiting those smaller States as having been favorable to the policy of the present Administration. But take one other step across the Atlantic—(cheers)—go to the great country, America, with her eight-and-forty millions of population, our own kith and kin—to that country which will always have some predisposition to view the course taken by an English Government with favor on account of the blood relationship between us. The opinion of America, gentlemen, I have had some means of estimating and knowing, and I affirm confidently—and I believe that the opinion of those who have intercourse with America will sustain me—the opinion of America, as far as it has been expressed upon European controversies, has been distinctly favorable during these years to the action of the Liberal party—(cheers)—so that if it were a question of numbers, the enormous majority of the people of Christendom have favored the action of the Liberal party, and not disapproved of it. (Cheers.) But it is not a question of numbers only, and I should wish you to consider for one moment what is the value now of the foreign opinion favourable to English policy. That is a question of very great importance. I will presume to give you my own view of it. When I am told that a British Administration has got a hold upon the opinion of foreign countries, and I am asked to congratulate myself upon that fact, before I give myself any congratulations whatever, I must ask another question—In what light does that country look at Great Britain? Is that country impressed with the belief that Great Britain, on account of her detachment from narrow and selfish interests in European questions, can be trusted to do justice; can be looked to as an umpire among contending nations? If it is so, then I say that it is impossible for us—impossible for any Government, in my opinion, to receive, even from the perfection of prudence, a higher honour than the confidence and the approval of foreign States. But, gentlemen, that unfortunately is not always the case. It sometimes happens that a foreign Government is not admiring Great Britain for her impartiality, is not looking to her as an arbitrator, is not trusting her as a friend of peace and freedom, but looking to her as a possible partisan who may join in the schemes that that country may entertain of aggression and aggrandisement. (Cheers.) And if there be any country whose Government is, or is suspected of being, engaged in those schemes of aggression and aggrandisement, and I regret to say that at this moment such countries may perhaps be found, then I say that the approval of the Ministerial press of such a country as that for the policy of an administration here, so far from being a title to your confidence, ought to be, on the contrary, a signal for your jealousy, if not a word of command for your condemnation. (Cheers.) Now, gentlemen, you are sometimes told that Liberal Governments abstained from all concern in foreign affairs. A more gross and a more ludicrous untruth never was propagated in this or in any other country. But I will tell you this, that I would far rather abstain from foreign affairs altogether than have gnawing at my heart the conviction that the approval we got on the Continent, and the flattery we got on the Continent, and the courting of official presses or of official men, was only due to a belief entertained that we were weak enough to hold ourselves ready to be drawn into Continental quarrels for the purpose of promoting the selfish aims of this or that particular Government. (Cheers.) If, on the contrary, you tell me that Great Britain is in a condition to assert and exercise an enormous moral influence in the transactions of Europe, I heartily agree with you; and I will give you an example of the way in which that principle has been acted upon by a Liberal Government. I will give you the latest example, that of one who is now dead—my late friend and colleague, Lord Clarendon. When Lord Clarendon came into office in 1868 various questions in existence over the Continent and in Asia appeared to him to admit of friendly intervention on the part of the Government of Great Britain. Unhappily his career was cut short by death after a period of only eighteen months; but in that time he had settled a serious and menacing difficulty between the Turkish Empire and the Persian Empire upon their borders; he had settled a very difficult and likewise a menacing question that had arisen between France and Belgium in respect to the control over a railway which was believed to be not only a commercial, but a military and strategical controversy. He had addressed his mind to the question whether it was possible to induce the two great States, the Empire of France as it was then and the Empire of Germany as it is now, to do something for the cause of peace by the reduction of their armies. He did prevail upon the French Government to make an offer of a limited but still a certain amount of disarmament, which would have been a beginning in the right course. He did not prevail upon the German Government. The German Government answered—and I am far from presuming to condemn them—the German Government answered that their army was less than that of others, and that it was not possible for them therefore to make a corresponding reaction, as they might have done, if their army had been equal. But I am only showing you what numbers of opportunities offer without noise, without ostentation, without vainglory, in the common course of affairs, which necessarily bring up from time to time sources of difficulty and of danger between States—what multitudes of cases there are in which the unostentatious interference of England may contribute to the good of Europe and of the world. (Cheers.) Having therefore expressed my belief that in a position of impartiality and of unselfishness as to European questions we have entrusted to us a mission by which, in our foreign policy, it is in our power to effect very great good for mankind, for the cause of justice, of freedom, and of peace, I will say that, apart from such a course of proceeding as that, I am jealous of all those references to foreign opinion with which the Tory papers are now so full. I have known such cases happen before. I remember very well that 1834, when Sir R. Peel came into office, some of his friends injudiciously attempted to work upon the mind of the English people, and produced a reaction unfavorable, and even unfair to him, by showing how, in the foreign capitals of the north, the accession of a Tory Government to power was hailed by the press as representing the Governments. But I remember the same thing happened in 1850. Lord Palmerston was assailed by a formidable combination in connection with his conduct in the affairs of Greece. I was one of those who, like Sir R. Peel, disapproved of that conduct, and I took my course accordingly; but what I am going to say has no reference to the affairs of Greece. There was an attempt made upon broader grounds to cover Lord Palmerston with suspicion and with discredit because the foreign press were adverse to him. (Hear, hear.) Why, gentlemen, those who are now quoting the foreign press for their own benefit are sometimes apt to tell us that they are great admirers of Lord Palmerston. I want to know what British Minister ever was the object of so much obloquy in this same foreign press as was Lord Palmerston? (Cheers.) And what happened in that debate? Member after member appealed to Vienna, to St. Petersburg, to Berlin, for authority to condemn Lord Palmerston: and Lord Russell made a reply which I well remember, and which deeply impressed me at the time. He said: "All these references to your foreign newspapers and foreign opinion—what do they show? They show that my noble friend has not been the Foreign Minister of Austria, has not been the Foreign Minister of Russia, has not been the Foreign Minister of Prussia, but has been the Foreign Minister of England." (Loud cheers.) I care not whether it be language of intimidation, language of censure, language of flattery, to one and all I am absolutely deaf. No foreign press, no foreign declamation, be it what it may, should induce us to deviate one inch from the path which is a path of regard—steady unflinching regard—to the interests of our own empire; and, above all, which is a path of undeviating respect for its duty and its honor. (Loud cheers as the hon. gentleman resumed his seat).

AN "OVERSKIRT" ON THE CORN-CRIB.

A year ago last October I built me a corn crib. During the fall, after it was filled with corn, the strong southeasterly winds drove in the rain, and wet the corn pretty thoroughly. This dried off however. Later, the northwest winds filled all the crevices between the ears with snow. Luckily we had no thaws all winter; but when, in February, the crib was resorted to for corn to be taken to mill, the ears on the westerly side were as closely packed in frozen snow as eggs in bran. In handling and shelling, a good deal of this came off, but there was also a good deal in the shelled corn, and when this was ground the meal was sensibly damp from it.



OVERSKIRT FOR CORN CRIB—FIG. 19.

This year I resolved to make an improvement, and have clothed my crib in an overskirt of half-inch boards, as shown in the sketch. It keeps out rain and snow perfectly and gives, what I did not expect, a stronger draft of air through the corn than before. The corn was not so well dried before husking this year, as it was in 1878, but it has dried out completely in the crib. The first grist was taken to mill in November, and was in excellent condition for grinding.—[Rural New Yorker.

FRONT DOOR YARDS.

In front yards, one of the essentials is a well kept lawn. Nothing is handsomer than smooth green grass. Without it the grounds will always have a bare, unfinished appearance, and with it they will always be attractive. Flowers are plentiful and should be cultivated in every yard, but do not dig up the whole ground—leave plenty of green grass, and keep it nicely cut. It is surprising now attractive a well kept door yard is. It makes home look pleasant, and adds a charm of life. Why do not our farmers give more attention to their front yards, to their home surroundings? A little time, a few hours occasionally spent in beautifying the grounds about the farm house will add very much to its attractiveness, and fully repay in the pleasure it will afford. The time is now at hand when these matters should be attended to; tidy up a little this spring, fix up the gates that are hanging on one hinge, straighten up the fences that are leaning, wheel off the rubbish that has accumulated during the winter, dig up the flower beds, straighten the walks, plant a few ornamental trees, trim the shrubs and sow the flower seeds early, and our word for it you will be well repaid for it in the improved appearance of your homes.—[C. F. and Grange Record.

THOROUGH CULTURE OF FRUIT.—At the recent meeting of the Pennsylvania Fruit Growers' Society, Christopher Shearer, a thorough cultivator, gave in substance, among other items of his practice, the following: He said the high culture of manuring needed for the pear might ruin the cherry. He found cultivation essential to good orchard fruit. Plant potatoes, cabbages, beets, &c., and avoid grain and grass. Suffer no grass to grow, and destroy weeds. Peach orchards should be ploughed, manured, and treated with lime and ashes. He keeps the yellows out by promptly digging up and burning infected trees. He would not run a cultivator under a diseased tree, fearing it might carry the disease to healthy ones. His remedy for the borer is a mixture of 3 gallons of strong whitewash, 2 of strong lye, 2 quarts of clay, and 3 quarts of cow droppings. The mixture is applied with a whitewash brush from branch to root. The clay and cow droppings in the mixture prevent the lime from cracking open when it dries, and admitting eggs in the crevices.—[Country Gentleman.

A STEP-MOTHER FOR THE LAMB.—This plan for making an ewe adopt an orphan lamb, given in Land and Home, is very seasonable: "If a ewe lose her lamb, the usual plan is to skin the lamb and to sew the skin on to the lamb that we wish the ewe to adopt or 'father;' then to place the ewe in a small pen by herself, and hold her while the lamb sucks, and to milk some of the ewe's milk on to the lamb. It is rare that the ewe will take to the lamb at first. At the best, she will be a little uncertain whether or no this is her very own lamb; and she will bleat again and again to see if she can hear anything of her own lamb. Then she will smell the lamb in the pen, and perhaps stamp her foot and shake her head, and tell the lamb that she does not know what to make of him. You should hold her and let the lamb suck every two or three hours. When she finds that no other lamb is forthcoming, her doubts will be gradually removed, and she will become as much attached to the foster lamb as if it was her own."

THE PROFITS OF SMALL FRUITS.—On this subject a writer in the Country Gentleman says: "Is the growing of small fruits for market profitable? The production of poor or inferior fruit of any sort is not profitable. How many strawberries is it possible to grow upon an acre with good cultivation? I know of a fruit-grower in Columbia county that raised the past season 220 bushels of strawberries from an acre of ground. Simple multiplication will tell whether they are profitable with this yield. The variety was Monarch of the West. One hundred bushels of raspberries from the acre is not an enormous yield. No berry pays so well in this part of the country, if properly grown, as the blackberry, and yet very few of them are grown."