DOMINION PARLIAMENT.

FIFTH PARLIAMENT—SECOND SESSION.

C. P. R. Resolutions.

OTTAWA, Feb. 5.—In the House of Commons to-day, after preliminary business, the Clerk read the order for a committee of the whole to consider the Canada Pacific Railway resolutions.

Sir Charles Tupper on rising to present the resolutions was received with cheers by his friends. He said that if the Canadian Pacific Railway Company made the same progress in the future they had in the past there was every reason to hope the line would be open from ocean to ocean in the fall of 1886, and he was able to say that if the present rate of progress were continued the line would be completed in the fall of next year, and in full operation in the spring of 1886. That portion which the Government undertook to complete would be finished in time to enable the line to be worked throughout. Most satisfactory results had attended the work on the line from Port Moody to Kamloops, now being constructed by the Government. Out of the contract sum of nine millions, seven millions had been already expended, and he was glad to be able to assure the House that the work would be completed by September next, and that it would not exceed the estimate made. The C P.R. Company was under contract to build the line from Callander to Port Arthur, 650 miles, and from Selkirk to Kamloops, 1 250 miles—a total of 1,900 miles. Of this total, 1,131 miles were now completed and trains were running on it. Besides this, 239 miles of branches had been built by the company and 9,000 men were engaged in the work of construction. In order to secure the guarantee of the sixty five millions of stock issued the company had to put in the hands of the Government over $8,000,000. The acceptance of this money scarcely transcended the borrowing powers of the Government, and in so far as it had transcended its powers the Government were ready to appeal, and would appeal with confidence to the support of the House. The company besides this left in the hands of the Government the and grant bonds still unissued. They further commuted in favor of the Government the postal subsidies, estimated at $3,000,000, and the cost of Government transport, which, in connection with Indian affairs and Mounted Police transport, would represent a very considerable amount. Abundant security had been taken independent of the postal subsidy. No change was proposed by the C. P. R. in regard to their contract. Putting the most moderate estimate on the value of the lands the C. P. R. felt themselves able to complete the contract without the alteration of a single letter, but the question that was submitted to the Government was whether that step should be taken, not to enable the company to complete their contract within the specified time, but to anticipate that time by five years. Under these circumstances the Government consented to the guarantee arrangement. That arrangement signally failed. The war against the transcontinental railways and the efforts to bear C. P. R. stocks were carried on with increasing animosity, and not only failure but disaster followed. Under these circumstances the Government submitted the resolutions now laid upon the table. He thought that after the statement he would make the House would be derelict in its duty if it rejected the resolutions. The House was asked to support these resolutions, not for the advantage of the Canadian Pacific, but that the country might have the benefit of the completion of the great work in two years. In the first place the company asked to postpone the payment of $7 380,912 of the secured guarantee, and left the Government ample security for this proposition. Then it was proposed to advance to the company $22,500,000, to be paid on the 1st of May, 1891. It was proposed also to alter the manner in which the subsidy should be paid. In regard to the advance of $22,500,000, it was to be borne in mind that it was only to be paid mile for mile as the work proceeded. To secure re-payment of this advance, the Government had the security afforded by the charge upon the property, with the proviso that in default of payment of interest or principal for twelve months the whole property of the company should be forfeited to the Government, and they had the provision that no further charge should be created upon the property of the company save for the sole purpose of repaying this advance, and they had the thirty-five millions of stock deposited with the Government. Another proposal was the release of the million dollars security deposited by the company as evidence of their *bona fides* in the work, which had obviously now become unnecessary. Sir Charles Tupper then proceeded to deal with the character of the expenditure. In the first place, there could be no doubt of the expenditure of $23,000,000 on the main line from Callander to the crest of the Rocky Mountains. As to the expenditure of over three millions on the branches, he thought he could appeal to the House that, in the interest of Canada as well as of the company, no money could be more wisely spent. This expenditure for supplies and for rolling stock was obviously necessary. The amount for lake steamers would result in securing a through Canadian line next summer. The interest on the land grant bonds, the dividend on stock, and the sum put up with the Government under the guarantee were incidental to the financial life of the company. Then as to the sum spent in securing the line to Montreal, he thought all would agree that in order to give the company standing before the world it was necessary that the line should not stop at an unknown point like Callander, but at a place like Montreal, for when that point was reached it might fairly be said that there was a line completed from sea to sea. In purchasing the charter of the Atlantic & Northwest Railway Company the Canadian Pacific secured authority to perform important works, among them the one now being completed round the Mountain at Montreal to connect with the Grand Trunk. The purchase of the South-eastern was for the purpose of placing the company in a position to draw traffic to the Atlantic seaboard at New York, Boston, Portland, St. John, St. Andrew's or Halifax. The people in the Maritime Provinces were, of course, looking anxiously to have the terminus of this great railway at their ports, whether by the International line or some other giving the shortest route to the coast. Suppose the company felt it necessary to seek a terminus at Boston, New York or Portland, he (Sir Charles) believed they would fail in their duty to their great enterprise and to Canada did they not seek to draw traffic through these ports to theirs, a Canadian line. For his own part he regretted that the company had not gone to the great summer ocean port of Canada, Quebec. He believed they would yet find it absolutely necessary in their own interest to seek a line to that point. He believed the company would not rest until not only had they got a through route to Quebec, but they must secure the shortest line to Halifax, St. Andrew's, St. John, and ultimately Louisburg. He drew attention to the property proposed to be

COVERED BY THE LIEN

given by the Canadian Pacific Railway Company. This property covered the whole line now built by the company, the three magnificent steamers owned by the company, and the unsold land. The total mileage of the road would be 3,393 miles, the total charge on the line between Montreal and Callander was $5,333,333, and the total land grant, earned and unearned, was $21,246,600. This land was subject to a lien of $5,000,000 for the operation of the road, and in order to remove an erroneous impression he might say that there was no proposition to release this security for the due operation of the road for ten years. He then went on to show the value of the land grant as a security in the hands of the Government. He would estimate that the road had cost the country $103,000,000, which he said was the favorite calculation of the hon. gentlemen opposite. He then made a statement showing the position in which the country would stand in case the Railway Company should make default and the railway be thrown on the country's hands. He estimated that the country would have to pay only $97,100 320, and would be recouped out of the lands to the extent of $42,493,200. Hon. gentlemen opposite had said that the road could not be built from Callander to Port Moody for less than $120 000,000. He then went into further calculations, the result of which he claimed was that the country would only have to pay for the railway $39,433,348. There was of course no syndicate now. The company was formed, and they had to deal with the shareholders. But he could not forget these men who had had the enterprise to imperil their capital in this great undertaking, and he could not but feel that Canada owed them much. Still they had no claim upon Canada. They had received a magnificent subsidy to do a certain work. The claims of this proposal to the support of the House must rest upon the broad basis of the good of Canada alone.

The Speaker left the chair for recess.

After recess the Speaker took the chair sharp at 8 o'clock.

Sir Charles Tupper, resuming, said this Government has followed the policy of its predecessors in refusing to allow lines to compete with the Canadian Pacific Railway. This Government felt it necessary to give all the protection to this company which was claimed when the Government was to grapple with the enterprise itself. He proceeded: However, I may say that it is the conclusion arrived at by the Canadian Pacific Railway Company itself in regard to the ability of their own line to take care of itself, and by its inherent power to maintain its position, notwithstanding any competition to which it may be subjected, that, although we have no power under the charter to control any portion of the Northwest, we are in a position now to review and reconsider the policy of the late as well as of the present Government as to protecting for any long period the Canadian Pacific Railway against competition. I am glad to be able to state to the House that such is the confidence of the Canadian Pacific Railway Company in the power of the road to protect itself that, when the line is constructed north of Lake Superior, the Government feel it will be incumbent upon them to reconsider the position they have hitherto felt it incumbent to take of refusing to consent to the construction of lines within the Province of Manitoba to connect with the railway system of the other side. I can give no better evidence to the House and the country of the advanced position we consider the great enterprise to have attained. He considered the House would be traitorous to its duty if it neglected this simple means of aiding this great national work. He had no doubt whatever that the House would give its assent to the resolutions, and that we would not look back having once put our hand to the plough. When the people saw that—without paying a single dollar more—they could hasten the completion of the line by five years, they would demand that the House give its assent to these propositions. He concluded by moving the resolutions.

Mr. Blake, on rising to reply, complained that the Government had pressed the resolutions before the members of the House were in possession of full information, and before they had time to consider such statements as had been brought down. Three years ago it had been urged as a reason why the Pacific Railway contract should be adopted that the full limit of the country's liability would be known, and that the people would breathe freely. That element of finality would no longer be evoked now that the company, which was said to be so strong, the strongest the world ever saw, was now coming to the Government to ask for some money to enable them to fulfil their contract. After three years' experience the Government had found that it was in the interests of the country, not in the interests of the company—oh, no!—that the company should draw their pay in proportion to the work performed instead of upon the mileage. This decision was arrived at three years too late. The Opposition had pressed for this provision when the contract was first submitted. Now the company have got to heavy work they want a change, and they want the proportionate principle applied now, or they would have no money to carry on the heavy work. It was the duty of the House to watch where the disproportionate subsidies paid on the prairie section had gone. How did it happen that so much had already been expended upon the work? The prairie section was said to have cost $15,000 per mile, but no estimate had been submitted to show that that section should cost so much. The Railway Minister's estimates of the cost of the branch lines did[illegible] ut his statement respect ing the [illegible] n the main line. The compan[illegible] used to give the information desi[illegible] y defied the law, and in their def[illegible] ey were upheld by Parliament a[illegible] Government. We are told that the [illegible] Company had been contracting w[illegible] ts own members for construction [illegible] oses. This operation was stopped w[illegible] the supplies stopped, and when they had no money to go further. Such an arrangement as that entered into between the Canada Pacific Company and the Construction Company was expressly forbidden by the Consolidated Railway Act. The Ministe[illegible] of Railways had not touched upon the q[illegible] tion of selection of route, but from t[illegible] information submitted it appeared th[illegible] no road could be built via Kicking Ho[illegible] Pass that would be within the terms o[illegible] Canadian Pacific contract. The grades [illegible] reported so great that an Act of Pa[illegible] ent would be required to make such [illegible] es in the contract as would enable the [illegible] to be constructed through that pass. [illegible] ament had also a right to information [illegible] o what the company had actually received from the sales of their stock. It seemed that really this stock had been emitte[illegible] by the company at 64 or thereabout[illegible] e fifty millions of stock had been c[illegible] a hundred millions, and when the s[illegible] ll to 55 some organs of public opin[illegible] id that the necessity of the Govern[illegible] s coming to the aid of the company w[illegible] clearly apparent. These poor people w[illegible] had obtained stock at 64 were drawing dividends of 5 per cent. upon the full nominal value, or about 11 per cent. upon their original investments. If the country was to go into partnership with this railway company we should know how they conducted their business. The Minister of Railways was wrong in stating that the policy of the previous Government formed a precedent for the disallowance of local railway charters. It was now stated that, as soon as the company became strong enough, so soon as they had the entire control of the whole country within their grip, the monopoly would be raised. Why? Because the company felt that in a few years they would be so powerful that it would matter very little what powers were given to the people of the Northwest. Three years ago we were told, when protesting that the company were to receive far more than the road would cost, that it must be remembered that the company would have to run the road for years at a loss. Then they were paid in advance for the unprofitable running of the road, and now it was said that the enterprise was to prove profitable; thus the company had received double pay, first in the form of excessive subvention, and, secondly, by m[illegible] s of exorbitant rates paid by the peop[illegible] of the Northwest. He showed that in [illegible] ying up such roads as the Laurentian an[illegible] t Eustache branches the company had expended its substance uselessly, and now when Parliament was asked to grant about thirty millions more, these transactions should be explained. Information should also be given respecting the relations of the Pa[illegible]fic Railway Company to the Credit [illegible] y, Ontario & Quebec, Toronto, Grey & Bruce, and other Ontario railways. Would any sane man believe that the Pacific Company were endeavoring to provide a winter terminus on Canadian soil, when they are buying up the Southeastern Railway's property for dock purposes at Portland? When the guarantee agreement was disclosed, the country was asked to admire the skill of the Finance Minister who had induced the Canadian Pacific Railway to loan out of their bounty $24,000,000 to pay the country's debts. It was said to be an admirable arrangement, and now, when the tables were completely turned, when the company were to be given $22,500,000, the country was again asked to admire the wisdom and sagacity of the Finance Minister. The guarantee arrangement was entered into in defiance of law. It was proposed to give up the security deposited by the company to secure the fulfilment of their contract, and to reverse the order of things by providing that the Government shall guarantee interest upon the company's stock. The new estimates of the Government gave the cost of the entire railway at eighty-five millions, while the estimate of April last was ninety-nine millions. This was a discrepancy that required explanation. If the contracted line was, as stated by Sir Charles, to cost only sixty-six millions, the company were to receive from the public fifty-eight millions in cash in addition to their twenty-five acres of land, estimated at two dollars an acre. In face of these facts, the conclusion was irresistible that the difficulties of the company were not due to expenditures upon the main line. He could not accept without explanations these altered estimates. By the new arrangement the public would have to provide all the money to complete the road. The first thing the company should have considered was their ability to fulfil their obligations to the public. They should have provided for their main contract before launching out into other enterprises. They did not make such provision. They went into outside works. They cannot fulfil their obligations, and they come for help to Parliament. If last year's estimates of cost of road are correct, more money would be required. The newly-proposed loan would not be sufficient to complete the line, and to-night's proceedings gave a pretty correct indication as to where that money was to come from. Seven hundred thousand dollars of money given to the Canada Pacific Company with which to build their main line had been expended in sustaining the stock of the Northwest Land Company. This was a highly improper application of the company's resources. This money had been used for the purposes of deception in endeavoring to make it appear that the stock of the Land Company was worth more than its real value. He quoted the statement of Mr. Van Horne to the effect that the Canada Pacific Railway Company did not know what the Rocky Mountain section was going to cost, and that his company had not time to make estimates. ("The Canada Pacific Railway Company had a big job on hand, and they were going to put it through. If they had not money enough they could get more.") That was precisely how a company would talk who felt that money was no object; that the Government of Canada were bound to see them through. It was the duty of the Government to obtain better and fuller information before entering into obligations of this magnitude. The Government had advanced many millions to the Grand Trunk Railway Company, and nothing was now heard of the money. Other companies had made default, and had not lost their railways. Supposing this company made default two years hence, what would be said? The Government would be asked, Are you going to foreclose this mortgage and deprive these poor shareholders of their railway, their palaces, and their luxuries of various kinds? That was the appeal that would be made, and that was the appeal that would be listened to. What was now wanted to develop the Northwest was not the rapid construction of the main line, but extended railway communication. The early frosts in the Northwest had done something to depreciate the value of the Northwest, but while that occurrence was to be forever regretted, it was also to be deplored that the acts of the Government and Parliament had done far more than nature to discourage immigration into that country. The best possible testimony as to the capabilities of the country was that of the men who went there to make their homes, and when we found these men gathering in council and protesting against the burdens imposed upon them by the Government, something was radically wrong. No tangible reason had been advanced for such extraordinary haste in constructing this railway. Although the company were to be advanced thirty millions with which to complete their road by the end of 1885, it was not proposed to bind the company to complete their line by that time. The country could not be induced to believe that the sole reason for advancing thirty millions to the company was to enable them to complete their road within two years. In his opinion, the Minister had made out no case. If the company wanted such great favors they should be prepared to give up something. Let them give up their odious monopoly. It would be better for the company if the full details regarding their position should be made known. Further inquiry was necessary before even those who were friendly to the proposal should be asked to vote away such vast sums of money. Therefore, he could not give his assent to the passage of the resolutions.

Mr. Ives moved the adjournment of the debate, and the House adjourned at 12 30.

TERRORISM IN VIENNA.

The Citizens' Unhappy Dilemma Between Government Precautions and Socialist Threats—The Lives of Royalty, Statesmen and Editors in Jeopardy.

A last (Monday) night's Vienna cablegram says: Since the revolution of 1848 Vienna has never passed through such a crisis of anxiety and alarm. The Government is in possession of what it believes to be most trustworthy evidence of a plot to assassinate the Emperor. The dynamite cartridges found in the opera house are exactly similar to those found near the body of Detective Bloech and in the murdered money-changer's office. A large quantity of dynamite was recently ordered at a Presburg dynamite factory for the Arlberg tunnel. The dynamite was sent by the Wettbahn Railroad, but on its arrival at the station in Vienna one large case weighing one hundred and fifty kilogrammes was missing. The police made a thorough search for it, but in vain. On Saturday night eight battalions of infantry stood in their barracks under arms, prepared for an immediate movement. During the whole night no officer was allowed to leave the barracks, even for a moment. Ball cartridges had been distributed to the troops. A regiment of cavalry was also held in readiness during the night, and their horses were saddled. The Government consider the situation most critical. Peaceful citizens are in constant dread of two terrible and detested extremes—the police on the one hand and the anarchists on the other. Among the list of persons sentenced to death by the anarchists are the Emperor and Empress, the Crown Prince Rudolph, the Crown Princess Stephanie, Baron Rothschild, all the editors of the *Neue Freie Presse* and the *Wiener Tagblatt*, Prefect of Police Katicka, Commissary of Police Frankel, Ministers, bankers and Deputies, many of whom belong to the Liberal party, and many merchants. The police on the other hand have put on their black list many names of Liberals, who are in no way connected with Socialism, and even many who are also on the proscribed list of the anarchists. During the last few days 240,000 florins have been stolen from the post-office of Pesth and 18,000 florins in Vienna. Private letters are now opened by the police at the post-office and a constant search for dynamite cartridges is made. The Emperor, the palace, and all the public buildings are guarded, and the newspapers are not allowed to publish anything about the anarchists unless it has been previously submitted to the police.

Satisfactory Results in Montreal.

Whilst Montreal is a model city in many respects, it is not exactly a quarter section of Paradise, as Capt. Geo. Murphy, Chief of Government Police, can testify. A reporter of a Montreal journal waited upon this gentleman a short time ago and put to him the following query:

"Chief, do you find the duties irksome and dangerous in your strange calling?"

"Irksome," replied Mr. Murphy, "I seldom find them; but that they are attended with danger is very true. There is danger to be faced, of course, from wind, weather and criminals, and the least of these dangers is not those of exposure and bad weather. The heavy, moist atmosphere that gathers over the water is very conducive to rheumatism, and many of my men suffer from that complaint more or less. I believe that our danger from exposure from this time forward is past, as St. Jacobs Oil, if applied in time in cases of rheumatism, has a wonderful way of knocking that malady out of people. It certainly relieved me of a severe pain in my shoulders."

The President of the Society of Public Analysts in England recently bought 300 samples of milk in London, and found 203 of them either skimmed or watered.

GENTLEMEN,—Your Hop Bitters have been of great value to me. I was laid up with typhoid fever for over two months, and could get no relief until I tried your Hop Bitters. To those suffering with debility or any one in feeble health, I cordially recommend them.

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PRIVATE DETECTIVES.

The New Luxurious Necessity Enjoyed by Rich People.

It is credibly stated that not long ago the daughter of one of New York's nabobs presented herself before her father in his library, where he was reading the newspaper, and bestowed upon him one of those arch and seductive glances for which daughters with rich papas are famous. He looked up and recognized the sweet inquisitiveness.

"Well, my dear," he said, "how much does it come to?"

"My dear pa," she replied, trying to get round his neck, "it isn't a bill this time."

"Well, what is it, then? Do you want to give a ball like the Vanderbilts and Astors?"

"Oh, dear, no!"

"Is it a steam yacht?"

"No, no I don't want another steam yacht."

"Well, what do you want? Haven't you got everything that wealth can furnish?"

"No, pa, not everything. I am a poor destitute girl, and the finger of scorn is pointed at me."

And here Beauty burst into tears.

"Well, by Jove!" exclaimed the Governor, getting interested and looking over the top of his spectacles with mingled pity and curiosity. "If there is anything that you haven't got, from a diamond necklace to a dude to carry your prayer-book, mention it. Come, what is it?"

"I haven't got—now don't be angry, pa—I haven't got a private detective."

The exact rejoinder of the old gentleman—taken down on the spot—was:

"Heavens and earth, girl! Isn't it enough for me to supply your mother with a detective every time she wears all her diamonds? Have I got to furnish them for the whole family?"

The collection of private detectives at the Astor ball last night and also at the Vanderbilt ball gives warrant to this conversation, and the fact appears to be pretty well established now that the private detective is one of the necessary appurtenances of excessive wealth, and is to be found in all well-furnished establishments along with the footman and the butler.

This, as a fashionable necessity, is a decided improvement on the pug-dog, and it will no doubt lead to an improvement in the breed of private detectives. The ostensible object is, of course, to have the ladies' diamonds looked after, and as it is the habit of certain American ladies to put on their diamond necklaces when they go out for a ride in a bobtailed car, the utility of it is not questioned.

Custom, which regulates all things, has decreed that ladies who only carry from ten to twenty thousand dollars' worth of diamonds on their persons shall not indulge in more than one detective. But those who carry gems worth over a hundred thousand dollars are entitled to two. By this ingenious arrangement it will hereafter be able to estimate a lady's wealth in personal adornments by counting her retinue of "shadows." The plan is simple and convenient; but if fortunes continue to increase at the present rapid rate and diamonds to multiply, the coming American dowager will look like the leader of a battalion whenever she takes her walks abroad.—*N. Y. World.*

Dolly Sexton, who was left with the Shakers at Mount Lebanon, N.Y., when she was 5 years old, has lived with them 102 years.

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