

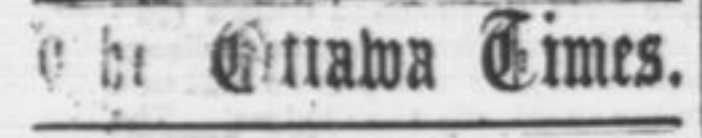
For Diamond Jewellery, for the British Columbia Ball, see Young & Radford's new stock.

NEW ADVERTISEMENTS.

Houses Ball—A. Gagnier, For Fine Gold Jewellery—Young & Radford's.

For Diamond Jewellery—Young & Radford's. For Fans and Bouquet Holders—Young & Radford's.

For fine Gold Jewellery, for the British Columbia Ball, go to Young & Radford's.



TUESDAY, APRIL 30, 1872.

On Saturday last the representatives from the Island of Cape Breton, comprising Hon. Messrs. Levesque and McKegney, Messrs. Ross and Cameron, together with the senators representing that district, had an interview with members of the Government for the purpose of pressing upon their notice the claims of the county of Cape Breton to one of the two additional members to be entitled.

MR. MACKENZIE AND THE CANADIAN PACIFIC RAILWAY.

It was calculated last year that the cost of building the Pacific Railway would amount, in round numbers, to 400 millions of dollars. Mr. Mackenzie at once estimated that the Government was going to increase the debt of the Dominion to that extent. He also stated that he did not believe that it would be built for the above amount, as he had heard some parties estimate that it would cost as much as 180 millions of dollars. Now when the Government propose to have the road built at a total of 300 millions of dollars, and when Mr. Mackenzie himself acknowledges that he is aware that there are two parties, at least, who are ready to undertake the contract, it seems difficult to understand why he is going to increase the debt of the Dominion to that extent.

It is analyzed the ministerial scheme, as propounded by Sir George Cartier, we shall find that instead of the Government being subject to or answerable for an outlay of 300 millions of dollars, the probability is, that, thanks to the skillful treatment of the question, they will have sufficient funds on hand derived from the sale of lands within the limits on the line of route to defray the money subsidy.

In the first instance one million of dollars has to be deposited with the Receiver General, and no money subsidy is to be paid for the two branches mentioned in the resolutions; viz, one from Pembina to Fort Garry, and the other from some point on the main line to Thunder Bay. The first portion that will have to be built will be that from Pembina to Fort Garry, the construction of which will be what with delay in starting, &c., not less than the first year. This portion of the line will cost one and a half million of dollars, besides which the line will have to be commenced simultaneously at Fort Garry, Nipigon Bay, Thunder Bay, and British Columbia, and before the contractors can expect to receive any money subsidy, they will probably have to expend not less than five millions of dollars.

It is not necessary to ensure the building of the road to the Pacific, as the Government are not bound to do so. It is but reasonable to suppose that they will continue to be in receipt of sufficient funds wherewith to defray the money subsidy as it is called for.

Again, when it is remembered that the Government are not bound to do so, it is not unreasonable to suppose that they will continue to be in receipt of sufficient funds wherewith to defray the money subsidy as it is called for.

Another statement made by Mr. Mackenzie on Friday last was, that if we grant 50 millions of acres to a company to build this road, it will nearly absorb the whole of the available lands in the North-West. Mr. Mackenzie may possibly be right when he states that the amount of good available land in the Fertile Belt (of the prairie lands) is 65 millions of acres, but that does not in any way include all the available land in this territory.

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West territories, states, that the available land suitable for cultivation, east of the Rocky Mountains, amounts to 500,000 square miles, or 320 millions of acres. The reason that the Fertile Belt is prairie arises from the fact that the original forest on such portion has been destroyed by fire, but the remainder of the territory is interspersed with smaller oaks, and is what may be termed prairie and wooded lands of equal, if not superior quality, to that of the Fertile Belt. There is another thing which shows the enormous amount of available farming lands in that district, and it is this, that for 700 miles in a line north and south and 1,000 east and west is a climate and district in which wheat can be successfully grown. The amount of acres included in such an area is 428 millions, but this includes the small portion of bad lands on the southern boundary, and also the lakes, rivers and swamps. Therefore, if we take the amount of Mr. Mackenzie's 65 millions of available land, and place it beside Mr. Russell's calculation of 320 millions, as that of the extent of territory suitable for the production of grain, the public will be able to judge for themselves how far Mr. Mackenzie's statement is correct. It may be that his object is to mislead his friends in the House, but our duty is to lay bare the facts, and show to the country at large first—that the Government know what they are about in passing their resolutions; second—that they have provided for the country ample security; third—that there is every reasonable probability that they will have sufficient funds in hand from the sale of the lands to meet any demand upon them for or on account of the Railroad before any shall be made, and fourth—that whilst the Government only proposed to actually give 20 millions of acres in the fertile belt to the Company, and reserve 20 millions to provide for the bonuses in money, making altogether 40 million of acres, instead of their only having left as stated by Mr. Mackenzie 65,000,000 of acres, they have 280,000,000. Surely these facts must convince any reasonable and unprejudiced person of the wisdom and prudence of the Dominion Government's mode of dealing with this important question. They also serve to show that when the road is built, as it most assuredly will be within the specified time, the names of those who inaugurated and carried out the scheme will be held in honor, while those who did all they could to defer the construction of this great work and to discourage the efforts of the Government, will be held in contempt.

DOMINION PARLIAMENT.

FIFTH SESSION, FIRST PARLIAMENT. THE SENATE. MONDAY, 29th April, 1872.

THE SPEAKER took the chair at eight o'clock. PETITIONS. Hon. Mr. HAZEN, from the Committee on Standing Orders and Private Bills, reported favorably on the following petition:

Of the Honorable L. H. Holtan, and others; praying to be incorporated for the purpose of constructing a Railway through the southern frontier of the Province of Quebec, between the River St. Lawrence and the River Richelieu. Hon. Mr. HAZEN, in reply, said that the Bill for the incorporation of the Company for the purpose of constructing a Railway through the southern frontier of the Province of Quebec, between the River St. Lawrence and the River Richelieu, was referred to the Committee on Standing Orders and Private Bills, and he reported favorably on the following petition:

Of the Honorable L. H. Holtan, and others; praying to be incorporated for the purpose of constructing a Railway through the southern frontier of the Province of Quebec, between the River St. Lawrence and the River Richelieu.

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