as everyone knows, is a road that is doing an | road itself being exempt from taxation, b ada to exact from these gentlemen, who were agreeing to construct this structing it as their own property, and when feel was incumbent upon us. had in their hands my own statement, the statement of the Government of Canada,

THE MODE OF SUBSIDY PAYMENT. Nor, sir, will I detain the House very long upon the other point that has been raised, and that is the mode in which the money is being divided. I have shown the cost of mode the Pemblina branch at the lowest rate at which we can now put it, without all those buildings necessary and which these gentlemen will have to construct at their own cost If hon, gentlemen have paid any attention to ne deplorable description that the First Minister gave us a year ago as to the difficulties they would have to surmount be-ween Red River and the foot of the Rocky Mountains, I think they will come to the conclusion that the amount is not extravagart. I call the attention of the House to the fact. The Government want that road pushed through Red River to the foot of the Rocky Mountains as fast as can be done. I have the authority of the leading gentlemen connected with the syndicate to state in public that they intend the road to be complete at the foot of the Rocky Mountains at the end of three years from the present time. If it be thought a gigantic work to build 300 miles of railway by this | owerful syndicate in a year, I may tell hon gentlemen for their information that within the last year a few these gentlemen accomplished between 200 and 300 miles of railway themselves through a somewhat similar country, and therefore it is not an extravagant statement for them to make in stating that they intend to construct the road to the foot of the Rocky Mountains in three years, and to build 300 miles of this road during the coming season. What does that involve? It involves the expenditure of an enormous amount of capital at the outset. The very moment the contract is ratified by Parliament these gentlemen have got to put their hands in their pockets, and not only take therefrom a million dollars to deposit the hon, leader of the late Government about these lands, and the difficulty of getting them sold, it is not unreasonable to suppose that with all their energy and industry it will take two or three years before they can make these lands, to any large extent, serviceable by a return of money from their sale. These gentlemen have, therefore, at the outset, to lay out an anormous sum of money for equipment, and in providing the plant necessary to run that work during the coming three years, and they have in the next place to wait for a considerable pegiod before they can receive returns for lands At the end of the three years all that plant will of course be applicable to the other sections. I believe, therefore, the more it is examined, the more it will be found that in the division of money no injustice has been done, and those who place confidence, not in late Government, have only to take his statements, which I have read to-night, and that was his estimate of \$20,000 per mile for the portion to be constructed west of Red Biver, to perceive the advantage of the present proosed arrangement. There is another million posed arrangement. There is another million they have to put their hands into their pockets to pay us, and that is for the work we have rial we have on hand applicable for the purposes of construction. Under these circumstances hon, gentlemen's minds will be relieved to know that we have made the verys best division of the money. If the enterprise is to prove anything but a failure, there s a great expenditure of money to be made at the very outset, in bringing people to this

### country. , 'A GREAT IMMIGRATION AGENCY.

I regard this proposal to secure the construction of the Canada Pacific Railway by the agency of the company as of most vital importance from the point of view that, its ramifications in the United States, France, each large sum of money by these gentlemen. The strong prejudice that exists in this country, ment our lands are utilized or sold, --and the

will turn to the contract of the contract of the Company of which Sir Hugh Alian the Company of which Sir Hugh Alian as P they will find that it provide was not to impose torms that without being of any material advantage to the Construction and equipment of the Construction of the Construction of the Pacific Railway should be the Union Pacific Railway, and therefore we have gone the money markets of the world when the standard or construction of the Pacific Railway to submit it to the small Parliament ameasure which will secure in the money material advantage to the construction of the Pacific Railway to submit it to the small Parliament ameasure which will secure in the most of thing would, I think, be unheard of, and the was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament ameasure which will secure in the most of the Mouse that instead of Railway to submit it to the small Parliament ameasure which will secure in the most of the Mouse that instead of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was my duty as the Minister of Railway to submit it to the small Parliament was sas far as any member of this House or any project was placed on those markets. Everyone will understand that the position with reference to the standard. But what is in nespect to the taxation is not changed in this standard? Why there are half-a-dozen the slightest degree from that in which we leading roads in the United States to-day, stood last year. When we were construct-of which the standard is more objectionable ing this road as a Government work, when in grades and curves than that of the Union | my hon, friend was constructing it by direct in grades and curves than that of the Union Pacific Railway. Therefore, I think there is not much ground for cavil in that matter. When the Union Pacific Railway was built, the Government, Railway was built, the Government, who gave a much greater amount of sid to it than we are giving to this road, agreed that the standard of the Baltimore & Ohio Railway should be put in the contract as the standard of the Liuin. the contract as the standard of the Union they are liable to taxation. I will not Pacific, and the Baltimore & Ohio Railway, step to discuss the question of the enormous traffic and is regarded as a first- cause hon, gentlemen have only to turn to the class road. The Portland & Ogdensburg laws of the United States, on the construcclass road. The Forland & Ogdensourg laws or the omitted states, on the construction of those great lines of railway any lines have also a standard that cannot compare with the standard we have selected. I need not detain the House, therefore, by try-need that those lines of railway, the roading to show that it would have been utterly unreasonable for the Government of Can-embraced in the term railway, was exempt from taxation. One of the judges of the courts of the United States declared that as road at so much less terms than were agreed these great lines of road were national works, to in the Allan contract, a higher standard were public casements, that as they were for than we have done. But we have a better the benefit and advancement of the whole guarantee than could have been inserted in the contract of the high standard of the road, and that is that these gentlemen are not constructing the road for the Government of Canada to work, but they are con- and that which hon gentlemen opposite will it is constructed they have to furnish the means of maintaining and operating the mean of maintaining and operating the mean of maintaining and operating the mean to come forward and take a position road, and every disadvantage of a poor confrom which we shrank. I do not hesitate to road, and every disadvantage of a poor construction would fall upon them and not upon us. And, sir, what would have been my prise was, the Government felt it was one of enormous magnitude, and trembled almost they regarded the great cost of construction. when they regarded the great cost of con-struction and the cost of maintenance and operation of the road, when constructed, and with all the resources of this country at our I sak, when we were shifting from our shoulback, that we were compelled to lower the ders to the shoulders of a private company ders to the shoulders of a private company character of the road in order to construct a character of the road in order to character or cha estimate we could make of the cost of such a that, as far as we could, we ought to have work was \$80,000,000, or an excess of the put these gentlemen in as favorable a posiwork was \$80,000,000, or an excess of the whole amount they were obtaining both in money and land, computing the land at a dollar an acre? 1 think, therefore, sir, I need not detain the House by dealing with the question of the standard of the road. have been told that the lands of the Canada Company being free from taxation, it was found they were attended with a good deal

that was objectionable. Hon. Mr. MACKENZIB-They were not free from taxation. Hon. Mr. BLAKE-They were only ordinary arge land holders.

Sir Chas. Tupper-Oh, it was owned in arge blocks; then the case is not half as

Hon. Mr. BLAKE-No, this is much worse. Sir Chas. Tupper-I suppose it is because they were free from taxation. Well, we have taken care they shall not own them in blocks. We have met the difficulty and covered it, but as I said before, these gentlemen must sell their lands.

## THE LAND POLICY.

It is impossible to sustain the road It is impossible to sustain the road without bringing a population into the country as rapidly as possible. It is said this is a gigantic monopoly. You not only free the lands from transition until occupied, but you create a monopoly. If we have one strong point in our case it is this: that under the terms of the Allen contract of 1873. 54.000.000. he Allan contract of 1873, 54,000,000 acre of land were locked up, if you call it locked up, by being placed in the hands of a company. Under this contract 25,000,000 acres of land only are to be reserved. Under the Allan centract of 1873 and the terms of the Canada Pacific Railway Act of 1874 these parties were entitled to have their land in arge blocks of 20 miles square; under this contract the Government have possession of every alternate mile over the whole section and along the whole line of road. Can there be any monopoly? Why, under the terms of the late Government's Act, the Government was bound, as the Government of the United States was bound in relation to the Northern Pacific Railway to abstain their nands into another pocket the next hour and take out another million to equip the road that is in operation and that will be in operation within the course of the year. After reading the lachrymose statements of the hon, gentlemen opposite present and the contract, however, we are generously came to their aid. Everybody could go on and build branches and come with his little bill to the Government for the hon, gentlemen opposite present. did the hon. gentlemen opposite press more strongly upon us than that of not selling the land below \$2.50 an acre. But we say, we should be only too glad to plant a free settler upon every acre belonging to the Gov-ernment. We hold on the monopoly point that instead of 54,000,000 acres being locked ip in blocks of 20 miles on each side of the oad, instead of our being bound to sell at no less than \$2.50 an acre, we can open up to free settlement the 29,000,000 acres the Government retains to utilise in the interest of the country, over and above the amount given the syndicate, or can sell at prices beow the minimum fixed by the terms of 1874. What about the terms of a year ago? Read the resolution Parliament passed here for the appropriation of 100,000,000 acres, and you will see how absolutely Parliament placed them at the disposal of the Government for use in any way possible, to secure the construction of the Canada Pacific Railway. Instead of having handed over to a monopoly, as it may be called, those 100,-000,000 acres, we hold 75,000,000 acres in hand, to be used for promoting the interests of Canada by free settlement, and by sales to return to us the money required to be paid under the contract to the Syndicate, \$25,000,000. As I said before, the question of freedom from taxation of the lands is not new. In 1870 an Act was passed in the United States for the relief of the International Railway Company, now consolidated under the name of the International & Great Northern Railway Company, which provides similarly to what has been enacted as regards other railread companies in various States of the Union, that the lands of the company shall be free from taxation. The United States Government has given great land any grants to railways under what is called the make. hoad grant system, and in one case a Company was authorized to select in any part of the public lands of Texas—that magnificent country that has excited the admiration vital importance from the point of view that, instead of having to struggle with railway ful and fertile areas without any hindrance companies in competition for immigrants, we or any responsibility whatever. The Comwill have a gigantic railway company with all pany received "twenty sections of 640 acres of the unappropriated lands of the Germany and the British Islands, co-operating State for each mile of railroad which has with the Government of Canada. But all been or may hereafter be constructed purthat will involve a present outlay of a very suant of the Act of 1870, by the sum of money by these gentlemen. The said Company; its successors and ashope they can have of having any signs to have the right to locate the means of sustaining the railway if it is constructed, is by getting a population as rapidly as possible in the fertile valleys of the norther the said lands and certificates to be

General in Council. I do not besitate to say that this Company will be much better able to locate the road than the Government. They have a more vital, personal direct interest in putting it through, and best know how to make it the shortest consistent with its early completion. The Gov. ernment cannot give the matter that personal, direct attention within the power of gentlemen as familiar with such works as are the members of the syndicate. In my judgment therefore, it is not necessary there should be the restriction this Act provides, that is that the Governor-in-Council should have the right of decision, because I believe their own interests will compel them to make the best possible location, but we have provided, by maintaining a general control through the Governor-in-Council over the work, that not one mile of the road shall be located without our consent. I am told that great objection is made to the power of the Company to build branch lines. Is the House aware that in the United States all the powers given to this syndicate which comes forward to take the place of the Government and relieve it of responsibility in regard to this work, are enjoyed by everyoody or every company building a railroad All that such persons require to do is to organize a company under the general law, register themselves, and go and build a raiload wherever they like, with such privileges in their favor.

Hon. Mr. Mckenzie—Do the same thing in

your Northwest? Sir CHAS. TUPPER-The hon. gentleman will see that as to the last objection that can be made to our policy he has anticipated me, because I intended giving him credit for the liberal spirit with which he dealt with the oranch lines,—I mean by the bill submitted containing the policy of the late Government, upon which, of course, the Opposition will not go back. In the State of Minnesota and everywhere else across the line, branch the desire where ease across the ine, branch lines can be built by any persons wherever they desire. We have merely given this Company a power any and every person can enjoy in the United States. The member for Lambton is the last source from which I should have expected opposition to this policy

Hon. Mr. MACKENZIE-What policy? Sir Chas. TUPPER-The policy of allowing he syndicate the privilege of constructing branch lines in connection with the road.

Hon. Mr. MACKENZIE—You prohibit every.

body else.
Sir Chas. Tupper—There is no such prohibition. This remark is only an evidence of the difficulty, the dilemma in which hon. gentlemen opposite find themselves; because they can find

### NO LEGITIMATE OBJECTIONS

to this policy they must manufacture them There is no such provision in the bill, not a line giving a monopoly to these gentlemen, and this Parliament has power to day or will have power next year, after they have ratified this policy, to empower any persons whatever to construct lines in any part of the Northwest. What did the bill submitted by the Minister of the Interior for the late Government provide with regard to the construction of railroads in the Northwest, a bill which embodied the wisdom of the Government of which he was a member? It first provides that any person may construct a railway in the North-west wherever they choose; they may organgize under provisions similiar to those under which parties in the United States may construct branch lines. It went further; we have not given these gentlemen a dollar with which to construct branches; we propose to give them the right of way for branch ines free, and shall be only too glad to do so if they run branches from one end of the country to the other. We felt it was in the nterest of the country to give them every facility possible for the strengthening of the runk lines and the pouring of such volumes of traffic over it as are indispensable to the prosperity of the country, and as may increase the value of our lands beyond any other influence. Not one dollar can they spend in the construction of branches that will not pour large sums into the treasury of Canada by increasing the value of its lands in their neighborhood. But the bill late Government did leave the cost of their construction ternate section of ungranted lands to the extent of ten sections per mile, five on each side, exclusive of the sections which, under the Dominion Lands Act, may have been re served as school sections or allotted to the Hudson's Bay Co. for the purposes of this Act." That was as a bonus to these gentlemen for the construction of this branch line
or should the Governor in Council deem is expedient, instead of conveying lands to the Company, the Company may be paid the monies received from the sales of lands or the line of, and within six miles of said rail way, from time to time, until the Company have received a sum not exceeding \$10,000 per mile,—giving a claim to every man who built a mile of it to come to the treasury of Canada and demand \$10,000, and yet, with this strong declaration uttered on the floor of the House and placed on the public records of the country, they venture to challenge the soundness of the judgment of the Government of Canada to permit parties without one dollar's aid or one sore of land to construct branch lines for the opening up and develop-ment of the Northwest. (Cheers.)

THE BRANCH LINES. Well, sir, it is said that a great enormity has been committed by the prohibition to construct lines running in any other direction than a certain one southwest, and west by southwest. Well, sir, I am a little surprised to hear any such objection, and I shall listen with great interest to the hon. gentleman on the other aide of the House if they have any objection of that kind to ke. A year ago, sir, a com-ny with perhaps as strong claims consideration, as it would be pospany sible for any company to have on the Parliament of Canada, came to us for permission to construct a railway. They asked for no money; they asked no aid; they only asked for permission to contruct a railway of a certain kind. Why did we refuse it? Why, sir, we were very sorry to refuse it, but the Government having taken the subject into careful consideration, decided that inasmuch as Canada was dealing with the construction of the great Canadian Pacific Railway, and inasmuch as the only hope of maintaining this road, and of operating it atter it was built, was to retain the traffic of as possible in the fertile valleys of the northwest, and thus furnish the traffic which alone one support the operation of this railway. I am told that another very objectionable feature is the exemption of the lands from taxation. I have no hesitation in saying I would have been very glad if that was not in the contract, if it were only to meet the strong projudice that exists in this country.

There is nothing of the kind here. The noment our lands are utilized or sold—and the contract, which had cost the country such a strong projudice that exists in this country. the Canadian Northwest on the trunk line, great sum of money, denuded of the traffic

pared to give great consideration and ug their judgment to bear in relation to se questions. I think that it contains 100

LEONARD TILLEY-Ninety-five. TCHAS. TUPPER—The number is 95. I it is a small Parliament, and when I mitted the deliberate judgment of the vernment on this point, to refuse, so far we were able, to allow that charter to pass, that committee without a single dissentent voice.

Hon. Mr. MAGRENZIE—I dissented for one. Sir Chas. TUPPER—The hon. gentleman says he dissented; then he was greatly misunderstood. I heard no dissent, but told me a short time ago that they had an interview with the hon. gentleman and that they could not get any more satisfaction from him than they could obtain from the Government.

Hon. Mr. MACKENZIE-I have no power to

give assistance. Sir CHARLES TUPPER—Then, sir, all I can say is that the hon gentleman failed in the discharge of the duty of his high position as one of the leading members of this Parliament if he, on an occasion when the Governtains his opinion to himself and does not give that committee the benefit of his judgnent and experience.

Hon. Mr. MACKENZIE-I firmly expressed

my dissent.
Sir Chas. Tupper—Sir, the hon. gentleman does not generally dissent in such a mild way (hear, hear and laughter), as to prevent me from remembering it, and all I can say is that if he dissented he did so so gently that it has passed entirely from my recollection, and I hold that this Government, in devolving the duty of constructing the Canada Pacific Railway on the shoulders of the syndicate, could not reasonably say" the rights which the Government of Canada maintained and publicly declared they had maintained in the interest of Canada and in protection of the traffic of the Canada Pacific Railway, shall be withheld from you, and now that the responsibility of maintaining that traffic is placed upon your shoulders we do not eare where the traffic goes to." I say that the interest which we have to-day as Canadians in that railway is the possession of the same national interest, to bring every pound of the traffic of the North- of our able men have investigated this subwest which we can bring down through the ject of lands of the Northwest, that 150, heart of Canada and down to the scaboard in | 000,000 acres of good lands lay between the our own country, as I trust at no distant day will be the case. (Cheers.)

### THE RAILWAY RATES.

which he delivered to the House on the address. I could then quite understand that the hon. gentlement about to another to the windward, (Hear, hear), and when the hon gentlement question of rates on railways into the discussion the other day, I quite understood to the windward, I quite understood to the windward of the country which was supposed to extend into Canada in the Northwest was in a great manner valuable and fertile land. He cussion the other day, I quite understood that there was a deliberate design in it to forestall the public mind in relation to this matter. Every son knows the great comp Every per-complaints that have been made owing to the dispropor-tionate rates which have been adopted on railways in the United States running through the prairies; but, sir, what is our position with relation to that matter? Why, sir, we have taken power by this contract, which, under the Consolidated Railway Act on the statute book, we do not possess. So far from having yielded anything with relation to rates, the Governor in Council retains power to levy those rates. Not a rate can be collected not those rates. Not a rate can be collected, not a cent can be collected by that company for anything on their road until the Govern-ment, who are responsible to this House, whoever they may be, have given their sancwhoever they may be, have given their sanc-tion to what they believe to be just and in the interests of the country. (Cheers.) But, sir, we ascertained that, according to the law Parliament itself had not the power, after the rate was fixed, to reduce it, unless it could be shown that the Company were getting 15 per cent. on their capital. We in this contract have changed that, and have deprived the Company of the power which, under the Consolidated Railway Act every other railway in the country enjoyed, and stipulated a lower rate of profit as the point at which they may be asked to lower their rates. I think, under these circumstances, the hon, gentleman's long discussion on a question that was certainly not before the House, was hardly called for. Non. Mr. Anglin—Is the profit to be taken

upon the capital of the Company or upon the whole money expended upon the construction of the road, because there is a great difference.

Sir Chas. Tupper-The hon. gentleman will be greatly relieved to find it is not so bad as he had hoped. It is upon the capital they have expended themselves. Hon. Mr. ANGLIN-Under the terms of the

contract, for there is a doubt about it? Sir CHAS. TUPPER-That is a question of w upon which I will defer to the hon. gentleman. He had the contract before him, and whatever want of confidence I may have in his political sentiments, I have great confidence in his legal ability. I will not reqire to say anything more about that. ("No.")

# ANOTHER OBJECTION DISPOSED OF.

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

# THE TELEGRAPH LINES.

With reference to the telegraphs, I am told that there is an objection on that point, but surely no person would have expected the Government of Canada to make a contract with a company who was bound to construct in ten years a road from Nipissing to Burrard Inlet, some When I expressed the pride and They are said to be waterproof, and to make is studying in Florence and is in his twenty-fitting from the inclosure. Mr. E. B. Thatter is studying in Florence and is in his twenty-fitting from the inclosure of the inclosure of the inclosure of the inclosure. Mr. E. B. Thatter is studying in Florence and is in his twenty-fitting from the inclosure. Mr. E. B. Thatter is studying in Florence and is in his twenty-fitting from the inclosure. Mr. E. B. Thatter is studying in Florence and is in his twenty-fitting from the inclosure. on that question. I should have been glad Company cannot afford to keep them from necessary to sustain it (cheers). Well, road from Red River to Kamloops and a it were not in the contract; but there were settlement,—It will add more to the value of sir. that policy was announced and road from Nijpissing to Burrard Inlet, some

hands, and that these parties have not acquired a dollar's worth of rights in the telegraph which has been constructed for a little in excess of one million of dollars, when I tell the House that we retain the ownership of our own line of telegraph, it will see that unless terms are made for the transaction of general business, and for taking over our lines upon terms in the interest of Canada, we were able, to allow that charter to pass, policy of the Government was adopted plete our own line, and make it a very sharp competition.

## THE QUANTITY OF LAND AVAILABLE.

Now, I am glad to say that I am able to bring my remarks to a conclusion, and of operating the railway was to be lifted but before doing so, I will ask the House to more than that, a deputation which came down from Emerson to seek assistance extract from the Winnipeg corresextract from the Winnipeg correspondence of the Toronto Globe of November 25th:—"So much has been said and written about the size and fertility of the Northwest that it is scarcely necessary to repeat any of it here. Prof. Macoun's recent wipe out all liabilities at no distant day. explorations fully demonstrate the fact that But this is the slightest consideration in rethere are about 200,000,000 of acres embraced within Manitoba and the Northwest Territories. A mere fraction of this is as yet set-Northwest for millions of people. For two hundred miles west most of the good land hundred miles west most of the good land and vitality to every section of this Dominion. No greater responsibility rests upon heady of men in this Dominion, than ment policy on a great national question was submitted before the railway committee, repoint there is any quantity of the richest land, much of it not even surveyed. The quality of the soil throughout these territories is almost uniformly good. In many places it is unsurpassed. In the Red River Valley, near Winnipeg, farms have been cropped for fifty years without the aid of manure. Further west the soil is somewhat lighter, but in the opinion of many, better adapted for general farming purposes. There is a considerable quantity of wasteland, if we take it in the aggregate, but comparatively the percentage is not large, and much of what is now waste land will be reclaimed by drainage before the country is a a generation older." Now, sir, I draw attention to that for the purpose of showing hon. gentlemen opposite how small a portion these fertile lands in the great Northwest is absorbed by the twenty-five millions of acres, which is granted under this contract to the Syndicate. I draw the attention of hon, gentlemen opposite to this, because it west of Manitoba and the Rocky Mountains, between the 49th and 57th parallels of North latitude, and hon. members opposite doubted it. Now, we find that Professor McCoun, entire delusion, and that instead of that a great portion of the lands, thirty millions of acres, which was supposed to be unfit for settlement was fertile. Under these circumstances the House will see that this land has been very much under-estimated.

THE EXEMPTION PROM DUTY CLAUSE. Before I conclude there is another point that I want to refer to. It is charged against the Government, and t is the last charge in the world that I hope any person will ever be able to sustain against them,—it is a charge of not being true to the National Policy. If the Government of Canada, with the evidence of the past two years before them, were to be faithless to the National policy, they would deserve to be driven from power by the execration of every true-hearted Canadian. I say this is about the last charge that should have been made, but I am told that they have given, under the contract, rights and privileges which are fital to the National Policy. How fatal to the National Policy? There is nothing in the law, nothing in the statute book that enabled one cent of duty to be collected on anything that has been used for the purpose of constructing the Canada Pacific Railway, not a cent.

Hon. Mr. MACKENETS—Did the contractors pay the duty?

Sir Chas. Tupper—Certainly, but they ada, are prepared to throw themselves one building a railway for us, and they were into the construction of this great railway. I say I was in hope, now that we paid an amount that it was estimated would pay them for the work they performed and give them a profit, but every locomotive, every car for the railway that we imported for ourselves, as we have done, could not, by any law that is on the statute book, be charged with duty. So that there is no ground of complaint upon that score. But, sir, that is not the contract. The contract provides only for the admission free of duty of all steel rails, fishplates, and other fastenings, spikes, bolts, wire, timber and all materials for bridges, to be used in the original construction of the railway, and for a telegraph line in connection therewith. Now, sir, what is the duty col-lected on now? Steel rails are free under the law.

Hon, Mr. MACKENSTS-For how long? Sir CEAS. TUPPER—So long as the steel rails are not manufactured in this country for the purpose of supplying our own country. The Government felt that the construction of railways was so very important to the dedelopment of Canada that they made an exception of steel rails, saying that while steel rails were not manufactured in they should be admitted this country free. Therefore, this limit is to the bolts, nuts, wire, timber, and material for bridges. We judged that by admitting iron for bridges free of duty, we would pro-bably have the bridges constructed of iron, instead of wood. But is there a member of this House who fails to see that if we had not made such a provision, we only had to import these articles ourselves to make them free. I may say that under this contract, the position of the industries of Can-ada and of the National Policy is better than ever before. The Government in-tended in this matter, as in everything else. to be true to that policy, which has lifted Canada out of the condition of depression in which our country was; which has lifted the credit of the country, by changing deficits into handsome surpluses; which has vitalized the industries of Canada, got money in circulation, commercial enterprise in operation, and created industries from one end of Canada to the other. would be faithless to the country and to the position we occupy, if we did not in everything to which we put our hands, maintain the policy in its integrity. (Applause) I may say that the Miplause). I may say that the Minister of Finance will be prepared to submit a measure to deal with this very point by which the construction of everything that can be constructed in Canada for the purposes of the railway will be manufactured in our own country. Now, sir, I am glad that I shall not be compelled trespass further upon the attention of the

ratification to. I have read at some length the able and eloquent statements of hon. gentlemen opposite to show that no men are more bound, as honorable and patriotic statesmen, to give this measure their hearty support than those gentlemen themselves. measure presented for the consideration of this House, worthy and likely to receive its bearty adoption, it is the measure presented for the consideration of the Dominion, and the justification for the anticipation in the Speech from the Throne of a handsome surplus this year. hearty adoption, it is the measure I have the honor of submitting for its consideration. I have the satisfaction of knowing that throughout this country every man breathed more freely when he learned that the great undertaking of constructing from the shoulders of the Government, and which in its present financial committon it is ference to this question. It is a fact that under the proposals now submitted for the Parliament to consider, this country is going rests upon the Government of Canada, placed as it is in a position to deal with the enormous work of the development of such a country as Providence has given us. And I say we would be traitors to ourselves and to our children if we should hesitate to secure, on terms such as we have the pleasure of submitting to Parliament, the con-

struction of this work, which is going to develop all the enormous resources of the Northwest, and to pour into that country a tide of population which will be a tower of strength to every part of Canada—a tide of industrious and intelligent men, who will not only produce natural as well as individual wealth in that section of the Dominion, but will create such a demand for the supplies which must come from the older provinces as will give new life and vitality to every in dustry in which those provinces are engaged. Under these circumstances we had a right to expect that support, which, in justice to themselves and their position as the hou. gentlemen opposite should give us.

I say, sir, that, looking at this matter from a
party point of view, the lowest point of view,
I feel that the gentlemen by following the course they propose, are promoting the interests of the party now in power, just as they promoted our interests when they placed themselves in antagonism to the National Policy which the great mass of the people desired. Sir, I am disappointed at the course of the hon. gentlemen down into the arena of party, and which would be promoted, and largely promoted by a combination of both of the great parties in this country. The hon, gentlemen refused to respond to that appeal and, therefore, will not waste time on the present occasion by pointing out to them how desirable it is now, but I did hope when we abandoned thi railway as a Government work, and when it became a commercial undertaking it would be otherwise; and one of the reasons-one of the great necessities for changing our bas one of the great necessities to place this work on a commercial footing at the earliest opportunity-was that we became aware rom the events of the last two sessions that while we dealt with it as a Government rail way it was to be dragged down from its high position to the arena of partisan politics. I order to obstruct the Government, in order to prevent our carrying out the policy as we were carrying it, these gentlemen were driven to assume the unpatriotic attitude of decrying the credit and capabilities of our country and damaging the prospects of this great work. I am glad that we have triumphed over such opposition, and that despite that

onerous undertaking, that fair, handsome and generous support that men engaged work has been out of print so long a time and generous support that men engaged in a great national work in any country are entitled to receive at the hands not only of the Government of the country, but of every patriotic member of Parliament. Sir, I say I have been disappointed, but I hope upon Out of Debt," has received and future reflection, at no distant day, when the results of this measure which we are now submitting for the approval of Parliament, and which I trust and confidently expect will obtain the sanction of this House, will be such as to compel these gentlemen, openly and candidly, to admit that in taking the course which we have followed we have done what is calculated to promote the best interests of the country, and that it has been attended with a success exceeding our most sanguine expectations. I can only say, in conclusion, after some five-and-twenty years of public life, I shall feel it the greatest source of pleasure that the quarter of a century has afforded me, as I am satisfied that my right hon. friend heside me will feel that it crowns the success of his public life, that while Premier of this country his Government were able to carry through Parliament a meaunder the title of "The Church of the Fusure of such inestimable value to the progress of Canada; so I can feel, if I have no other bequest to leave to my children after me, the proudest legacy I would desire to leave was the record that I was able to take an active part in the pro- Cathedrals," appendices, &c. The price will motion of this great measure by which, I

obstruction we have surmounted the great difficulty, that despite all the obstruction

they could throw in our way the time has

come when enlightened capitalists, best

into the construction of this great

have abandoned it as a Government work

acquainted with the resources of

no distant data The hon. gentleman resumed his seat amid

lieve. Canada will receive an impetus that

will make it a great and powerful country at

Aw Italian not long since rode a native mare, six years old from Turin to Casale, fifty-eight miles, in five hours, under a burning sun, at a temperature of 58 deg., and amid suffocating dust. The return journey was made in a rain storm in six hours, and the mare, it is said, was none the worse for

have some advantages over those made of rubber. They may be rolled into a package to suggest that the namesakes of the young it is vet, and for pillows they are better be. Portland should then sod and inclose the cause they have no odor. Their strength is

# THE PUBLIC ACCOUNTS.

## Consolidated Revenue Fund

The following is a comparative stateme: '... ne total receipts and expenditures on account f Consolidated Revenue fund for six months from 1st July to 30th November, in 1879 and 1880, respectively; cents are omitted. A mere glance will suffice to show the enormous

	of a handsome surplus this	year :-	
ł	RECEIPTS.		
1		1879-80.	1880–8.
	Customs	5.611.242	\$7,481,20
	Excise	1,595,188	2,258,717
	Post office	406,140	469,22
	Revenue from Public Works	256,980	282,01/
	Revenue from minor Public		aca (or
	Works	1.775	2,772
	Revenue from railways	877,141	186,29
	Bill stamp du'y	80,783	82,199
	Interest on investments	56,096	89,643
	Casual	19,114	41,82
	Ordnance lands	10,233	16,56
	Bank imposts	1,658	1, 5
	Fines and forfeitures	20,669	14,73
	Premium, discount and ex-	201000	A 11 9 8 CH
	change	19,982	43,25
	Mariners' fund	16,344	25,01
	Harbour police	11,995	19,30
	Steamboat inspection		2,38
	Gas inspection	2,029 986	99
	Fighavios		
,	Fisheries Cullers' fees	8,122	5,11
	Militio	14,865	21,98
	Militia Feni:entlarles	8,786	10,98
	Watchta and management	9,961	18,41
	Weights and measures	1,603	12,19
	Marine hospitals	187	1
ì	Harvour improvements	1,974	1,09
	Canada Gazette	197	99
	Superannuation fund	6,871	8,90
	Lighthouse and coast ser-	000	0.0
	vice	263	35
	Dominion lands.	23,229	40,24
ì	Military College	7,200	8,9
	Law stamps	******	87
•	Law fees, Maritime Court,		
	Ontario	*****	9.
ı	Supreme Court reports	218	2,68
	Intercolonial Railway Re-		
	ceipts Suspension Act	<b>4878,803</b>	686,86
۰	Prince Edward Island Rail-		
	way Receipts Suspension		
	Act. Pacific Railway Receipts	**28,122	48,04
	Pacific Railway Receipta		
)	Suspension Act	*****	186,18
ı	Windsor Branch Interco-		
F	lonial Railway		10,73
	marks		-
Ţ	Total consolidated fund	8,965,217	<b>\$12,</b> 025,370
,	400		
	*Transfers to railways m	ade to en	d of Sept
	ember, and transfers made	to end of	July res
,	pectively.		
	**Transfers made to end	of Oct	ober, and

i	"Transfers to railways made to end of Sept- ember, and transfers made to end of July res-					
t	pectively.					
3	**Transfers made to end of October, and					
	transfers made to end of Heptember, respec-					
8	tively.					
-	PAYMENTS	S.,				
l.		1979-80	1886-81			
o	Interest on public debt	,215,186	\$2,216,180			
- 1	Charges of management	41,783	54,450			
O	Sinking fund Premium discount and ex-	514,035	518,300			
,	Premium discount and ex-	04.000				
3.	change	24,886	14 655			
В.	Civil Government	369,501	870,493			
	Police	179,721 3,692	189,972 5,513			
,	Legislation	33.516	88,459			
Θ	Penitentiaries	86,023	109,956			
-	Penitentiaries	00,0	200,000			
٧	tistics	8,909	8,951			
8	Census 1881	570	2.439			
_	Immigration and quaran-					
2	tine	78,015	106,763			
B	Pensions	56,889	49,463			
	Pensions. Superannuation Militia and enrolled forces	87,382	47.328			
	Militia and enrolled forces	401,704	840,869			
- 1	Mounted police, Manitoba. Money order commission	179,862 4,851	168,065			
s	Public works and build-	#100T	000			
t	ings	540,137	594,087			
a	Ocean and river service	159,866	148,944			
е	Lighthouse and coast ser-		,			
s	vice	180.154	156,65			
1	Fisheries	15,699	19,983			
. 1	Geological survey Marine hospital and sick	19,987	21,883			
t	biarine nospital and sick	14,607	11.019			
1	mariners	2,541	11,917 3,701			
1	S camboat inspection In-urance inspection		3,508			
y	Maintenance of local of-		.,,,,,,			
, a	fices	2,222	2,624			
	fices Scientific institutions	13,066	18,797			
1	Dominion lands	35,176	24,6%			
I	Culling timber	20,922	21,152			
a	Sydney Exhibition	750	nil			
s	Subsidies to Provinces I Paris Exhibition	142	1,904,482 138			
	Indians	885,486	277,859			
8	Miscellaneous	16,836	8,363			
t	(harges on Revenue:	20,000	0,000			
θ	Customs	801,432	803,763			
f	Excise	105,970	84,534			
^	Excise Weights and measures	14,393	24,724			
. 1	Inspection of staples,	465	547			
8	Adulteration of food	2,341	448			
t	Post Office	782,679	772,904			
в	Public Works Pacific Railway Commis-	200,294	202,738			
t l		nil	50			
- 1	Railways working ex-	****	00			
-	Railways working ex- pense	<b>43</b> 2,651	<b>†216,4</b> 09			
, ]	Minor revenue	6,196	8,699			
7	-					
Ы	Total consolidated fund.\$	9,242,690	\$9,114,679			
.	7.7					

\* Represents transfers for Intercolonial Railway to end of September.
† R presents transfers for Intercolonial Railway to end of July, and for P. E. I. Railway to end of September.

RANKE is not content with his previous ttempts in the historical field; he is now engaged on a universal history of the THE month of November witnessed the

first issue of a London University list in which the Bachelor of Arts degree is granted to lady candidates, two being placed in the first class and two in the second.

Mr. J. McCarthy, M. P., has launched into party prestige, unite with us on this great question, and on giving to this syndicate who are charged with this important

that copies of the previous edition command-

THE Rev. Sylvanus Stall, author of the new and popular book entitled "How to Pay Church Debts and How to Keep Churcher out of Debt," has received and accepted a call to St. John's Lutheran Chuach, of Lanaster, Penn.

Dox P. de Gayangos has discovered in the course of his researches at Simancas interesting notices of Cervantes, and also of other great writers of the golden age of Spanish terature, more especially of Lope de Vega and Calderon.

A second edition of "Kirkbride on Hospitals for the Insane" has been issued by J. B Lippincott & Co. There are revisions, additions, and new illustrations. Charts and views show the character and details of buildings advocated for insane patients; the book treats thoroughly of the construction, organization, the general arrangements of establishments of the kind.

Macmillan & Co., will publish immediateture." The subjects discussed are: "Its Catholicity," "Its Conflicts with the Atheist,"
"Its Conflict with the Deist," "Its Conflict with the Rationalist," "Its Dogmatic Teaching," "Practical Counsels for its Work," "Its be- be \$1.

DR. HENRY M. DEXTER, the author of "The Congregationalism of the Last Three Hundred Years, as seen in its Literature," and The hon gentleman resumed his seat amid the editor of the Congregationalist, has gone great applause from both sides of the House. British Museum, in pursuit of his specialties of ecclesiastical investigation. The Athenœum gives him credit for being "an earnest-mind-ed man," "the ardent partisan of a sect," but denies him "any claim to be considered a hilosophical thinker, a liberal theologian, or a good writer."

THE Portland Press, speaking of the eulogy The tremendous effort.

Japanese paper air cushions are said to bestowed by Mr. James Jackson Jarves in the New York Times upon a statue by Thaxof smaller dimensions, when not in use; they artist—the Thaxton heirs—should permis will not stick together as rubber does after the removal of the old City Building, that space and give to the young Portland sculpmarvellous; a man weighing 160 pounds tor an order for a soldier's monument to be may stand upon one without bursting it. placed in the inclosure. Mr. E. R. Thaxter