THE LOCATION OF THE BAILWAY. movid a what the standard of conand equipment of the Canadian Paulfic Railway should be the Union Paoific Railway, and therefore we have gone the money markets of the world when the as far as any member of this House or any with reference to the standard. But what is in mespect to the taxation is not cha this standard? Why there are half-a-dosen leading roads in the United States to-day, of which the standard is more objectionable in grades and curves than that of the Union Pacific Railway. Therefore, I think there is not much ground for oavil in that matter. When the Union Pa-cific Railway was built, the Government, who gave a much greater amount of aid 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 Union | they Pacific, and the Baltimore & Ohio Railway, stop as everyone knows, is a road that is doing an enormous traffic and is regarded as a firstclass road. The Portland & Ogdensburg Railway, and half a dozon other American lines have also a standard that cannot compare with the standard we have selected. I need not detain the House, therefore, by trying to show that it would have been utterly unreasonable for the Government of Canada to exact from these gentlemen, were agreeing to construct this road at so much less terms than were agreed to in the Allan contract, a higher standard than we have done. But we have a better 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 constructing it as their own property, and when it is constructed they have to furnish the means of maintaining and operating the road, and every disadvantage of a poor con-struction would fall upon them and not upon us. And, sir, what would have been my position in demanding excessive terms in relation to the standard of the road when they had in their hands my own statement, the statement of the Government of Canada. with all the resources of this country at our back, that we were compelled to lower the character of the road in order to construct a cheap line of railway, and that the lowest estimate we could make of the cost of such a work 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? I think, therefore, sir, I need not detain the House by dealing with the question of the standard of the road.

THE MODE OF SUBSIDY PAYMENT.

Nor, sir, will I detain the House very long the other point that has been l, and that is the mode which the money is being ed. I have shown the cost of upon raised, divided. the Pembina branch at the lowest rate at which we can now put it, without all those buildings necessary and which these gentle men will have to construct at their own cost. It hon, gentlemen have paid any attention to the 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 conc usion that the amount is not extravaart. 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 of these gentlemen accomplished between 90 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 to the Northern Pacific Railway to abstain vith us as security, but they their hands 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, 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 exlent, serviceable by a return of money from their sale. These gentlemen have, there-fore, at the outset, to lay out an anormous sum of money for equip-ment, 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 po the next place to wait for a considerable pe riod before they can receive returns tor 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 us but in the statement of the leader of the 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 River to perceive the advantage of the present pro-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 constructed west of Red River and the material we have on hand applicable for the pur-poses of construction. Under these circumstances hon. gentlemen's minds will be relieved to know that we have made the very best division of the money. If the enter-prise is to prove anything but a failure, there is a great expenditure of money to be made at the very outset, in bringing people to this country.

was not to impose terms that, without being of any material advantage to the country, would be likely to lead to disaster in project was placed on those markets. Everyone will understand that the position nged in the slightest degree from that in which we stood last year. When we were construct-ing this road as a Government work, when my hon. friend was constructing it by direct government agency, no taxation could have been leived on these lands until they were utilized, until they were occupied. No province, municipality or corporation of any kind at present, or that could be created hereafter, could impose the slightest tax on these lands until they were sold or occupied, and when they are sold or occupied now, that moment are liable to taxation. I will not stop to discuss the question of the road itself being exempt from taxation, because hon. gentlemen have only to turn to the laws of the United States, on the construction of those great lines of railway any where, to find that the policy of the Government of the United States has always been that those lines of railway, the roadway, the road itself, the stations, every thing embraced in the term railway, was exempt from taxation. One of the judges of the courts of the United States declared that as these great lines of road were national works were public casements, that as they were for the benefit and advancement of the whole country, they should not be subject to any taxation, state or municipal. We have therefore, only followed the practice that has prevailed in the United States and that which hon. gentlemen opposite will feel was incumbent upon us. What was our position ? We were asking these gentlemen to come forward and take a position from which we shrank. I do not hesitate to say that, great and important as the enterprise was, the Government felt it was one of enormous magnitude, and trembled almost when they regarded the great cost of construction and the cost of maintenance and operation of the road, when constructed, and I ask, when we were shifting from our shoulders to the shoulders of a private company all the responsibility, I ask this House in candor to tell me whether they do not think that, as far as we could, we ought to have put these gentlemen in as favorable a position for the construction of the road as we occupied ourselves? That is all have done, and as I have said before, the moment the lands are utilized they become liable to taxation. I 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. MACKENEIS-They were not free trom taxation.

Hon. Mr. BLAKE-They were only ordinary large land holders.

Sir CHAS. TUPPER-Oh, it was owned in large 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 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 taration 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 Allan contract of 1873, 54,000,000 acres of land were locked up, if you call it locked up, by being placed in the hands of a com-pany. Under this contract 25,000,000 acres of land only are to be reserved. Under the Allan contract of 1873 and the terms of the Canada Pacific Railway Act of 1874 these parties were entitled to have their land in large blocks of 20 miles square; under this contract the Government have possession of every alternate mile over the whole sec-tion 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 from selling an acre under \$2.50; under this contract, however, we are free to give away every acre that remains in our possession should the public interest warrant it. No policy did the hon gentlemen opposite press more strongly upon us than that of net selling the land below \$2.50 an acre. But we say, we should be only too glad to plant a free set-tler upon every acre belonging to the Gow. under ther upon every acre belonging to the Gov-ernment. We hold on the monopoly point that instead of 54,000,000 acres being locked up 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 be-low the minimum fixed by the terms of 1874. What about the terms of a year ago? Read the resolution Parlament 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 menopoly, as it may be called, those 100, 000,000 acres, we hold 75,000,000 acres the hand, to be used for promoting the interesta 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 ques ion 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 Internabeen tional 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 railroad companies in various States of he Union, that the lands of the company shall be free from taxation. The United States Government has given great land grants to railways under what is called the head grant system, and in one case a Company was authorized to select in any part of the public lands of Texas—that magnifi-cent country that has excited the admiration cent country that has excited the most beauti-of hen, gentlemen opposite—the most beauti-ful and fertile areas without any hindrance or any responsibility whatever. The Comor any responsibility whatever. The Com-pany received "twenty sections of 640 acres each of the unappropriated lands of the State for each mile of railroad which has been or may hereafter be constructed pur-suant of the Act of 1870, by the said Company; its successors and as-signs to have the right to locate the said lands as head rights and without the necessity of alternating the sections, the said hands and certificates to be released from all county, state, municipal and other taxes for a period of 25 years." The moment our lands, however, are sold they become liable to taxation ; under the United States law they remain free for 25 years after coming into the hands of private purchasers, There is nothing of the kind here. The mostrong prejudice that exists in this country ment our lands are utilized or sold, ---and the great sum of money, uenque or the state of the pride from Red Biver to Kamloops and a Company cannot afford to keep them from necessary to sustain it (cheers). Welt, read from Nipissing to Burrard Inlet, some settlement, ---it will add more to the value of sir. that policy was announced and pleasure it gave me to be able to propound to excellent life preservers.

appears to be objected to, but under the terms of this contract the location is to be sub mitted for the approval of the Governor-General in Council. I do not hesitate to say that this Company will be much botter 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 Government 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 Ho ise aware that in the United States all the powers given to this syndicate which comes forward to take the place of the Gov-ernment and relieve it of responsibility in regard to this work, are enjoyed by every-body or every company building a railroad? All that such persons require to do is to organize a company under the general law, register themselves, and go and build a rail-road wherever they like, with such privileges in their favor. Hon. Mr. MOKENSIE-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 branch 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 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

the syndicate the privilege of constructing branch lines in connection with the road. Hon. Mr. MACHENZIE-You prohibit everybody else. Sir CHAS. TUPPER-There is no such pro-

hibition. 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 Northwest wherever they choose ; they may organsize under provisions similiar to under which parties in the United States may construct branch lines. It went further; we have not given gentlemen a dollar with which thes which construct branches; we propose to give them the right of way for branch lines free, and shall be only too glad to de so if they run branches from one end of th country to the other. We felt it was in the interest of the country to give them every facility possible for the strengthening of the trunk lines and the pouring of such 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 the spend in the construction of branches that will not pour large sums into the treasury of Canada by increasing the value of its lands their neighborhood. But the bill

of the late Government did not leave the cost of their construction

p-stairs, the railway committee. That committee, sir, embraces the great body of gen-tlemen on both sides of the House who are epared to give great consideration and ing their judgment to bear in relation to hese questions. I think that it contains 100 mbers.

Sir LEONARD TILLEY-Ninety-five. bmitted the deliberate judgment of the overnment on this point, to refuse, so far by that committee without a single dissent ent voice. Hon. Mr. MACKENZIE-I dissented for one

Sir CHAS. TUPPER-The hon. gentleman says he dissented; then he was greatly misunderstood. I heard no dissent, but more than that, a deputation which came down from Emerson to seek assistance 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 the leading members of this Parliaone of ment if he, on an occasion when the Government policy on a great national question was submitted before the railway committee, retains 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 Bailway 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-west which we can bring down through the heart of Canada and down to the seaboard in our own country, as I trust at no distant day will be the case. (Cheers.)

THE RAILWAY BATES. Weil, sir, the hon. member brought up the

question of rates the other day in the speech which he delivered to the House on the address. I could then quite understand that the hon. gentleman was about to anchor to the windward. (Hear, hear), and when the hon. gentleman dragged in the question of rates on railways into the discussion 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 per-son knows the great 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 position with relation to that matter? Why. sir, we have taken power by this contract, which, under the Consolidated Rail-way 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, no 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 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,

having a monoply, the Government of mosf enthusiastic friend of the railway had Canada at this moment retain the Canada Pacific Telegraph in their own hands, and that these parties have not ac- ratification to. I have read at some length quired 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 The number is 95. I of our own line of telegraph, it will see that support than those gentlemen themselves. y it is a small Parliament, and when I unless terms are made for the transaction of I am glad to know that if ever there were a general business, and for taking over our lines upon terms in the interest of Canada, s we were able, to allow that charter to pass, we are in a position to carry out and to com-he policy of the Government was adopted plete our own line, and make it a very sharp have the honor of submitting for its competition.

THE QUANTITY OF LAND AVAILABLE.

Now, I am glad to say that I am able to bring my remarks to a conclusion, but before doing so, I will ask the House to indulge me for a moment. I received an extract from the Winnipeg corres-pondence 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 explorations fully demonstrate the fact that there are about 200,000,000 of acres embraced within Manitoba and the Northwest Territories. A mere fraction of this is as yet set-tled, so that there are still homes in the Northwest for millions of people. For two hundred miles west most of the good land has been taken up, but beyond that point 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 s a considerable quantity of waste land, 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 of these fertile lands in the great Northwest is absorbed by the twenty-five millions of as will give new life and vitality to every in-acres, which is granted under this contract dustry in which those provinces are engaged was one of the subjects of discussion a year ago. I ventured to state from the authority, for we have expended a large amount of money for surveys, and a number of our able men have investigated this subject of lands of the Northwest, that 150, 000,000 acres of good lands lay between the west of Manitoba and the Bocky Mountains, between the 49th and 57th parallels of North latitude, and hon. members opposite doubted it. Now, we find that Professor McCoun, who is regarded as one of the most able explorers and one of the best qualified men o form a judgment upon the matter, who has spent the last season in going over the country, found that great Missouri section of barren country which was supposed to ex-tend into Canada in the Northwest was in a great manner valuable and fortile land. He ound that the idea that it was desert was an entire delusion, and that instead of that a great portion of the lands, thirty millions of acres, which was supposed to be unfit for ettlement was fertile. Under these circumstances the House will see that this land has been very much under-estimated.

THE EXEMPTION FROM DUTY CLAURE.

Before I conclude there is another point that I want to refer to. is charged against the Government. and it 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 Mational policy, they would deserve to be driven from power by the execration of every true-hearted Cana lian. 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 fatal to the Nation-al 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 Canadi

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 measure presented for the consideration of this House, worthy and likely to receive its

consideration. I have the satisfaction of knowing that throughout this country every nan breathed more freely when he learned that the great undertaking of constructing and of operating the railway was to be lifted from the shoulders of the Government, and the liability the country was going to incur was to be brought within not only the limit which in its present financial committion it is prepared to meet, but within such limits that the proceeds from the sale or the lands granted for the construction of the line will ripe out all liabilities at no distant day. But this is the slightest consideration in reerence to this question. It is a fact that under the proposals now submitted for the Parliament to consider, this country is going to secure the construction and operation of the gigantic work which is to give new life and vitality to every section of this Do-minion. No greater responsibility rests upon any body of men in this Dominion, than 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 plea-sure of submitting to Parliament, the construction of this work, which is going to develop all the enormous resources of the Northwest, and to pour into that country a tide of population which will be a tower of strength to every part of Canada-a tide of industrious and intelligent men, who will not only produce natural as well as individual wealth in that section of the Dominion, but will create such a demand for the supplies which must come from the older provinces to the Syndicate. I draw the attention of Under these circumstances we had a right to hon gentlemen opposite to this, because it expect that support, which, in justice to themselves and their position as statesmen the hon. gentlemen opposite should give us. I say, sir, that, looking at this matter from a party point of view, the lowest point of view, I feel that the gentlemen by following the

course they propose, are promot-ing the interests of the party now in power, just as they promoted our interests when they placed themselves in antagonism to the National Policy which the great mass of the people desired. Sir, I am disappoint-ed at the course of the hon. gentlemen. I regret it, notwithstanding that it conduces to the interests of our own party. On past occasions I made the most earnest appeal in my power to those gentlemen to sink on one great national question partisan feelings to enable both sides of this House and both parties of this country to unite in a great measure that did not require to be dragged down into the arena of party, and which would be promoted, and largely promoted by combination of both of the great parties in this country. The hon. gentlemen refused to respond to that appeal and, therefore, I will not waste time on the present occasion

by pointing out to them how desirable it is now, but I did hope when we abandoned this railway as a Government work, and when it became a commercial undertaking it would be otherwise; and one of the reasons-one of the great necessities for changing our baseone of the great necessities to place this work on a commercial footing at the earliest opportunity-was that we became aware from the events of the last two sessions that while we dealt with it as a Government railway it was to be dragged down from its high position to the arena of partisan politics. In order to obstruct the Government, in order to prevent our carrying out the policy as we were carrying it, these gentlemen were driven to ssume 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

obstruction we have surmounted the great

acquainted with the resources of Can-

ada, are prepared to throw themselves into the construction of this great

railway. I say I was in hope, now that we

have abandoned it as a Government work

and it is placed on a commercial foundation, that those gentlemen could, without loss of

party prestige, unite with us on this great

question, and on giving to this syndicate who are charged with this important and

onerous undertaking, that fair, handsome and generous support that men engaged

I have been disappointed, but I hope upon

House, will be such as to compel these gentlemen, openly and candidly, to admit that in taking the course which we have fol-

great applause from both siges of the House.

An Italian not long since rode a native

200 1 1

will obtain the sanction of

no distant date.

PUBLIC ACCOUNTS.

Consolidated Boyenne Fund

The following is a comparative statemer ' of the total receipts and expenditures on account of Consolidated Revenue fund for a x months from 1st July to 30th November, in 1879 and 1880, respectively; cents are omitted. A mere glance will suffice to show the enormous improvement in the financial condition of the Dominion, and the justification for the anticipation in the Speech from the Throne of a handsome surplus this year :----

RECEIPTS. 1879-80. 1880-8 \$7,481,201 2,258,717 469,227 282,015 $\begin{array}{c} 2,772\\ 186,294\\ 82,199\\ 89,643\\ 44,822\\ 16,569\\ 1,951\\ 14,738\end{array}$ 1,775 877,141 Ordnance lands..... Bank imposts Fines and forfeitures.... Premium, discount and ex-change Mariners' fund. Harbour police Steamboat inspection ... Gas inspection 1,656 20,669 43,258 25,019 19,309 2,388 992 5,112 21,987 10,983 13,417 12,104 18 1,095 990 **8,9**51 16,844 11,995 2,029 986 8,122 14,365 8,786 9,961 1,603 187 1,974 Steamboat inspection Gas inspection. Fisheries Cullers' fees. Wellita. Pent entiartes. Welghts and measures. Marine hospitals. Harbour improvements. Canada Gazette. Superannuation fund Lighthouse and coast ser-vice. 197 6,871 263 23,229 -7,200 354 40,249 8,9 48 870 vice. Dominion lands. Military College. Law stamps.... Law fees, Maritime Court, Ontario 91 2,682 Supreme Court reports.... Intercolonial Railway Re-215 ceipts Suspension Act... Prince Edward Island Rall-way Receipts Suspension Act. **873,803** 688,867 0020,122 48,041 Pacific Railway Receipts Suspension Act. Windsor Branch Interco-lonial Railway..... 126,180 10,738

Total consolidated fund \$8,965,217 \$12,025,370 *Transfers to railway, made to end of Sept-ember, and transfers made to end of July respectively. *Transfers made to end of October, and transfers made to end of September, respec-tively.

PAYMENTS.

\$2,216,180 54.450 518,300 14 655 870,493 169,972 5,513 88,459 109,956 24,886 869,501 179,721 3,692 28,516 86,028 Police Legislation Penitentiaries. Arts, agriculture and sta-tistics 8,900 8,951 2,439 Census 1881. Immigration and guaran 73,915 56,389 87,382 401,704 179,862 4,851 **196,763** 49,463 47,328 **34**0,869 **168,065** 666 Minigration and quaran-tine. Pensions. Superannuation. Militia and enrolled forces Mounted police, Manitobe. Money order commission. Public works and build-incs. lugs.... Ocean and river service... Lighthouse and coast ser-vice 594,087 148,944 540,137 159,866

156,65 19,983 21,883 180.154 15,699 19,987 vice Fisheries..... 11,917 3,701 3,508 mariners. Sieamboat inspection..... Insurance inspection Maintenance of local of-14,007 2,541

 Maintenance of local of-fices
 2,222

 Scientific institutions
 13,066

 Dominion lands
 35,176

 Culling timber
 20,922

 Sydney Exhibition
 750

 Subsidies to Provinces
 1,867,002

 Paris Exhibition
 142

 Indians
 855,466

 Miscellancouts
 16,856

 Charges on Revenue:
 20,432

 Customs
 16,856

2,624 13,797 24,6% 21,152 n11 1,904,482 138 277,859 8,863 803,763 84,534 24,724 801,432 105,970 14,398 485 2,341 782,679 200,294 Customs Excise Weights and measures....

Inspection of staples, Adulteration of food...... Post Office. Public Works... Pacific Railway Commis-449 772,904 202,733 nil 50 Railways working ex-1216,409 8,699

Total consolidated fund. \$9,242,690 \$9,114,679

• Represents transfers for Intercolonial Rail-way to end of September. † R-presents transfers for Intercolonial Rail-way to end of July, and for P. E. I. Railway to end of September.

RANKE is not content with his previous attempts in the historical field; he is now engaged on a universal history of the

. 'A GREAT IMMIGRATION AGENOY.

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. instead of having to struggle with railway companies in competition for immigrants, we will have a gigantic railway company with all its ramifications in the United States. France. Germany and the British Islands, co-operating with the Government of Canada. But all that will involve a present outlay of a very large sum of money by these gentlemen. The only hope they can have of having any means of sustaining the railway if it is constructed, is by getting a population as rapidly as possible in the fertile valleys of the northwest, and thus furnish the traffic which alone can support the operation of this railway. I am told that another very objectionable fea-ture 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 prejudice that exists in this country ment our lands are utilized or sold, -and the

on the company. The Government generously came to their aid. Everybody could go on and build branches and come with his little bill to the Government for payment. What does the Act say? "The Governor in Council shall reserve every alternate 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 reserved 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 if expedient, instead of conveying lands to the Company, the Company may be paid the monies received from the sales of lands on the line of and within six miles of said railway, from time to time, until the Company shall have received a sum not exceed anall have received a sum not exceed-ing \$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 acre of land to construct branch lines for the opening up and develop-ment of the Northwest. (Cheera.)

THE REANON LINES.

Well, sir, it is said that a great enormity has n committed by the prohibition 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 interest to the hon. gentleman on the other side of the House if they have any objection of that kind to make. A year ago, sir, a com-pany with perhaps as strong claims to consideration, as it would be pos-cible for any common to have on the Barlie to consideration, as it would be pos-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 Bailway, and inasmuch as the only hope of maintaining this road, and of operating it atter it was built, was to retain the traffic of the Canadian Northwest on the trunk line, we came to the conclusion that it was not in the interests of the country, however greatly any section might demand and need it, to construct a line which would country and leave our trunk line, the Canada Pacific, which had cost the country such a great sum of money, denuded of the traffic

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. Ascus—Is the profit to be taken upon the capital of the Company or upon the whole money expended upon the con-struction of the road, because there is a great difference. Sir CHAS. TUPPEE-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)ontract, for there is a doubt about it? Sir CHAS. TUPPER-That is a question of law upon which I will defer to the hon. gentleman. He had the contract before him, and whatever want of confidence I may hav in his political sentiments, I have great confidence in his legal ability. I will not re-qire to say anything more about that. ("No.")

ANOTHER OBJECTION DISPOSED OF.

I am told that some gentlemen ar afraid that difficulty will be caused by the clause of the contract which requires the Government to hold, in certain contingencies which may or may not arise, \$25,000,000 and 4 per cent interest. Suppose we had to be in the same position the late Minister of Finance was in a year ago, that we expected in 12 months to be in a condition, where instead of paying the 5 per cent we are paying now, we should be able to sell bonds at 4 per cent not made such a provision, we only had to be able to sell bonds at 4 per cent without any commission; suppose we had ventured to tell hon, gentlemen that we true to 12 months to be in a condition of the free. I may say that under this conexpect in 12 months to be in a condition of being able to obtain all the money that being able to obtain all the money time 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 commin-ter development and to tended in this matter, as in everything else, to be true to that policy, which has lifted Canada out of the condition of depression as fast as they become due at 4 per cent, without a farthing being paid for commis-sion, they would have laughed at us, but it is a fact staring them in the face, and when we entered into the contract we found that we occupied a position that was likely to furnish us with all the money we wanted. The able Finance Minister, my hon. colleague, told us that he could handle that twentyfive millions of money in such a way as to be eminently advantageous to the interests of Canada if he is called upon to hold it, and it was only after learning that, that we agreed to take it upon these terms. I think, thetefore, I need hardly detain the House upon that subject. THE TELEGRAPH LINES.

With reference to the telegraphs, I need it, to construct a line which would am told that there is an objec-carry tho traffic of the Northwest out of our tion on that point, but surely no person objecwould have expected the Government of Canada te make a contract with a company House. who was bound to construct in ten years a

Pacific Bailway, not a cent. Hon. Mr. MACKENELE-Did the contractors

pay the duty? Sir Omas. Tupper-Certainly, but they were building a railway for us, and they were 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 tor 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, sit, 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. MACKENSTE-For how long?

Sir CHAS. TUPPER-So long as the steel rails are not manufactured in this country for the purpose of supplying our own country. The Government felt that the construction of railways was so very important to the dedelopment of Canada that they made an ex-ception of steel rails, saying that while steel rails were not manufactured in this country they should be admitted this country they should be admitted free. Therefore, this limit is to the bolts, nuts, wire, timber, and material for bridges. We judged that by admitting in fron for bridges free of duty, we would pro-bably have the bridges constructed of iron, judg instand of word. But is there are the to this limit is to five-and-twenty years of public life, I shall tract, the position of the industries of Can-ada and of the National Policy is better in which our country was; which has lifted the credit of the country, by changing de-ficits into handsome surpluses; which has vitalized the industries of Canada, got money in circulation, commercial enter-prise in operation, and created industries from one end of Canada to the other. We 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. (Ap-plause). I may say that the Miplause). I may say that the Mi-nister 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 Can-ada for the purposes of the railway will be

manufactured in our own country. Now sir, I am glad that I shall not be compelled to trespass further upon the attention of the

difficulty, that despite all the obstruction they could throw in our way the time has come when enlightened capitalists, best

this

Two month of November witnessed the first issue of a London University list in which the Bachelor of Arts degree is grant-ed to lady candidates, two being placed in the first class and two in the second.

Mr. J. McCarrey, M. P., has launched into authorship deeper than ever. He is at pre-sent writing a new work of fiction, and at the same time engaged upon the "History of the First Reform Period."

R. WOBTEINGTON announces "Pompeii, its Remains and Rediscovery." This important work has been out of print so long a time that copies of the previous edition command-ed quadruple the published price.

in a great national work in any coun-try are entitled to receive at the hands not only of the Govern-ment of the country, but of every patriotic member of Parliament. Sir, I say THE Rev. Sylvanus Stall, author of the new and popular book entitled "How to Pay Church Debts and How to Keep Churches Out of Debt," has received and accepted a call to St. John's Lutheran Chuach, of Land 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 caster, 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 iterature, more especially of Lope de Vega and Calderon.

lowed we have done what is calculated to A second edition of "Kirkbride on Hospitals for the Insane" has been issued by J. B. Lippincott & Co. There are revisions, addi-tions, and new illustrations. Charts and exceeding our most sanguine, expectations I can only say, in conclusion, after some views show the character and details of buildings advocated for insane patients; the feel it the greatest source of pleasure that the quarter of a century has afforded me, as book treats thoroughly of the construction organization, the general arrangements of establishments of the kind. I am satisfied that my right hon. friend beside me will feel that it crowns the suc-cess of his public life, that while Premier of

MACMILLAN & Co., will publish in prediate-ly the Archbishop of Canterbury's new book under the title of "The Church of the Futhis country his Government were able to carry through Parliament a measure of such inestimable value to the progress of Canada; so I can feel, if I ture." The subjects discussed are: "Its Catholicity "41ts Conflicts with the Atheist," "Its Conflict with the Deist," "Its Conflict have no other bequest to leave to my children after me, the proudest legacy I would desire to leave was the record that I with the Rationalist," "Its Dogmatic Teach-ing," "Practical Counsels for its Work," "Its Cathedrals," appendices, &c. The price will was able to take an active part. In the pro-motion of this great measure by which, I he-lieve, Canada will receive an impetus that be \$1.

Da. HENRY M. DEARSE, the author of "The will make it a great and powerful country at Congregationaliam of the Last Three Hun-dred Years, as seen in its Literature," and the editor of the *Congregationalist*, has gone to Londen, for a flow months' work in the The hon. gentleman resumed his seat amid British Museum, in pursuit of his specialties of ecclesiastical investigation. The Athenceum mare, six years old from Turin to Casale, fifty-eight miles, in five hours, under a burn-ing sun, at a temperature of 88 deg., and gives him credit for being "an carnest-minded man," " the ardent partian of a sect," but denies him "any claim to be considered a hilosophical thinker, a liberal theologian or a good writer."

amid suffocating dust. The return journey was made in a rain storm in six hours, and The Postand Press, speaking of the culogy sectored by Mr. James Jackson Jarves in the mare, it is said, was none the worse for the tramendous effort. JAPANESE paper air cushions are said to the New York Times upon a statue by Than-ter called "Love's Young Dream," goes on have some advantages over those made of of smaller dimensions, when not in use; they artist-the Thaxton heirs-should permit the removal of the old City Building, that will not stick together as rubber does after it is wet, and for pillows they are better be-Portland should then sod and inclose the space and give to the young Portland sculp-tor an order for a soldier's monument to be cause they have no odor. Their strength is marvellous; a man weighing 160 pounds THE PERORATION. When I expressed the pride and They are said to be waterproof, and to make is studying in Florence and is in his twentyfith year.