THE SYNDICATE CONTRACT.

MR. BRECKEN'S SPEECH.

Mr. BRECKEN. I shall follow the example of the hon. gentleman who has just taken his seat, by addressing myself very briefly on the subject before the House. I have sat here for some weeks listening to the able speeches which have been delivered by hon. gentlemen on both sides of the House, upon this very important question. There is one feature of the debate which has struck me very forcibly, indeed, and I shall refer to it now, however, without any desire of raking up national animosities, or importing anything approaching bitterness into the discussion. I allude particularly to the able speech of the hon. member for Bothwell (Mr. Mills)—a speech replete with constitutional law and parliamentary authorities, and one to which I listened with a great deal of interest. The hon. gentleman is fond of authorities; he is very authoritative, and I, for one, do not find fault with that particular of his utterances, for I am fond of authorities; they show that the man who cites them is a hard reader. The hon. gentleman is so strong on authorities that I do not think he would venture the statement that two and two make four, without bringing forward an army of authorities to establish his statement. The hon. gentleman read voluminously from the English *Hansard*, and went back to the days of Daniel O'Connell to show that in a question of such magnitude as the present one, a question so far-reaching in its consequences upon Canada—and I admit its importance and that once the die is cast our decision is irrevocable—it is quite right and proper and patriotic that hon. gentlemen should vote according to the dictates of their conscience, even if by so doing they should not be able to follow the leaders of their party. Then, again, hon. members have cautioned us and express the hope that we would not be a mere mechanical majority, that we would not give a blind and unreflecting vote on this question. We are all party men, and there is no use concealing it, and we do bear an allegiance to a leader that the Opposition do not exactly understand. But while that is the case I recognize with the hon. member for Bothwell the heavy responsibility that rests upon every man that casts his vote on this question. I look upon the success of a road between the Atlantic and the Pacific Ocean as synonymous with the success of the Dominion. But I ask why those hon. gentlemen assume that they are only in a position to call themselves patriotic, as if they were not bound by any past policy, as if they had nothing to forget and nothing to forgive? This matter has been before the country in some form every year since Confederation, and every elector has had an opportunity of casting his vote upon it. I do not acknowledge that the Opposition have a right to assume that they are free and untrammelled by their past policy on this question, and that they consistently vote against any scheme for building the Canadian Pacific Railway. When the right hon. gentleman the leader of the Government launched his celebrated Allan contract there was not a fireside in the Dominion of Canada that was not inundated with Reform literature to prove that hon. gentleman and his Cabinet—and it is significant that the *personel* of that Cabinet to-day is very nearly what it was in 1873, making allowances for the vicissitudes of life—that the hon. gentleman and his Cabinet were not only corrupt but incapable of carrying out a work of this magnitude. If the hon. gentlemen opposite wish to prove their liberalism, they have now an admirable opportunity for doing so by forgetting old animosities, and cordially uniting with their adversaries to carry out this great work. Instead of that they have libelled themselves as Liberal, they are daily libelling the title. In 1874, the hon. member for Lambton placed an Act on the Statute-book providing for the construction of this railway by private enterprise. I may observe here that I have a very great respect for that hon. gentleman of whose ability, of whose industry and knowledge of public affairs, I wish I possessed one-twentieth part. When the former Governor General, Lord Dufferin, went to British Columbia, he staked the credit and the reputation of his then Premier that this great work should be carried out. But that Act provided that this work should be done by a private company, and to this mode of building it hon. gentlemen of the Opposition are fully committed. I regard it almost as a matter of congratulation that the right hon. gentleman was defeated in 1873, and that the great Reform party had an opportunity for five years of trying to solve this difficult problem. I am sure I am expressing the sentiments of the hon. member for Lambton, when I say that that burden was almost more than he could bear. We know the mistakes he made; we know the millions of money he spent in explorations and in public works connected with this line; we know that it has been a quagmire for millions of money. I do not mean to charge the hon. member with corruption or incapacity, but it was a consequence that inevitably followed such a work. Now, we have had six or seven years' experience, we have had exploration of engineers and information from all sources. Both sides are pledged to this undertaking. We are bound in honor to carry it out. I recollect when I had the honor of speaking for the first time in this House, I made use of the expression 'heavy as the responsibility is, better to be bankrupt in purse than bankrupt in reputation,' and I adhere to that still. It is true the hon. member for West Durham has been more vacillating on this matter than the hon. member for Lambton. I am tolerably well acacquainted with his antecedents in the matter, and I must say that I do not yet exactly understand what his policy is. If the the logic of political events placed him at the head of the Government of this Dominion, it is impossible for any one to tell from his own antecedents what he would do in regard to this question. We have had a shower bath of figures from both sides of the House. I have no doubt that this $25,000,000 and 25,000,000 acres in addition to the $28,000,000 already expended, and to be expended in work under this contract, to be handed over to this Syndicate, are of the most favorable terms that have yet been submitted. One would really think that there were associations, syndicates, and men who were willing and anxious to take up this work. A great deal of time and ingenuity and ability have been expended in making contracts between the contract now before the House and the terms embodied in the Act of 1874, viz.: $10,000 and 20,000 acres per mile, and the untold sum for which the Government was to guarantee four per cent. for twenty-five years. That Act has been on the Statute-book up to the present day. I believe that advertisements were published in the *Canada Gazette* in 1878, previous to the elections, asking for tenders under that Act. I am not going to question the motive of the hon. member for Lambton in publishing those advertisements; I am not going to question whether, in doing so, he was actuated by a sincere desire to carry out this work, or whether it was an electioneering dodge. Those advertisements have, I believe, been continued in the columns of the *Gazette* up to last year, and nobody has come forward to make a tender. A great deal has been said about the way in which this contract was let; about the tenders not having been asked for. If this contract had been considered for the first time; if the idea of building a great trans-continetal line had originated last summer, there might have been some weight in the objections of the Opposition. But in view of the fate of the Allan contract, and the fact that the Act of 1874 has been on the Statute-book, and the advertisements in the *Gazette* up to last May, their arguments lose their force. When the right hon. leader of the Government, the Minister of Railways, and the hon. Minister of Agriculture went to England, I have no doubt in my mind that they addressed themselves to the settlement of this matter in a patriotic and anxious spirit; that they opened negotiations and made every effort to arrange a contract. We are told that they did not succeed. There was a reason for their non-success. There was that ingenious, but, I am sorry to say, unpatriotic speech of the hon. member for West Durham last year, which he took six or seven hours this Session to answer. The hon. Minister and his colleagues had to encounter the bad effect of that speech. The hon. member for West Durham, unfortunately for his country, in this instance is a statesman whose personal integrity stands high, and English statesmen could hardly think that a gentleman occupying the position of the hon. member for West Durham would belittle his country for the purpose of serving his party. I think the hon. Minister of Railways said he had been in communication with a very prominent statesman in England who had read the speech delivered by the hon. Minister last year, and was very much taken with the scheme; but as soon as he saw the speech of the hon. member for West Durham, he did not return to the subject and was never seen by the hon. Minister again. It is, indeed, a misfortune that a gentleman of the high standing and commanding abilities of the hon. member for West Durham should torture his ingenuity to the detriment of his country. There is another feature that strikes me. When the right hon. gentleman of the Government made his contract with Sir Hugh Allan, how often was it not repeated that the Government of the day had entered into that contract in a corrupt, partizan spirit, reckless of the interests of the country, and solely with the unpatriotic motive of strengthening their hands. The ex-Minister of Finance, in that very remarkable speech of his the other night, threw out all sorts of insinuations, but made no arguments; and here I may say you may answer a man's arguments, but you cannot answer his insinuations nor his fears. The hon. member for Centre Huron said that he had no respect for the Government, but had respect for the members of the Syndicate. Let us be thankful for small favors. Let us be thankful that he does not accuse the hon. leader of the Government and his coadjutors of having entered into this contract with the unpatriotic motive of strengthening their hands. You must look at the surrounding circumstances. If it is true—and I suppose I am not unparliamentary in alluding to it—that the political creed of these wealthy men who form this Syndicate is not in accordance with the views of the Government, surely it is an evidence that the Government have been actuated by the patriotic desire of promoting the interests of the country in the course they have taken; for it cannot be conceived that they wished simply to strengthen their hands when after spending anxious months of toil over this work they should have given it into the hands of men who were opposed to them. Some allusion was made to a gentleman who figured in a scene that was not creditable to them in this House. We were twitted that he was behind the scenes in this arrangement. This is but an additional evidence that the right hon. leader of the Government and the hon. Minister of Railways care not who the men are, what their political stripe is, and are ever willing to run the risk of its being used as a political engine against their party hereafter, provided that work is entrusted to competent men. A hue and cry has been made in the Province that I came from about the monopoly of lands which is compared with a state of things that formerly existed in Prince Edward Island. There is no analogy between the two cases. In the reign of George III. our Island was laid out in 67 townships, and the land was granted in large tracts to favorites of the Crown. Through the liberality of the Canadian Government a sum of money was granted to buy out those landholders. I admit myself that it would be a great defect in this contract if it was the interest of the Syndicate to hold their lands until the Government sections were settled, but I do not think that such a supposition can be entertained in common sense. I look upon the gentlemen constituting this Syndicate as being actuated by the one besetting sin of every man on the face of the earth, and that is self-interest. We have been told that the alternate blocks of land will not be settled, and that the people will not be able to constitute themselves municipalities or have schools or churches, or any of the advantages of a civilized community. Why, Sir, when this railway is constructed, these men are bound to run it. The cost of running it has been estimated by the hon. member for Lambton at $6,000,000, and by Mr. Sandford Fleming at $8,000,000. Where is the traffic to come from? There is no through traffic; the traffic must be a wayside traffic, and therefore it is the interest of these men to sell their lands and get them settled. Why, Sir, could you imagine a country being laid out in blocks a mile square, with the blocks alternately settled and desolate? The Syndicate could not withhold their lands from settlement without tying up the Government lands also. The poorest man in the world would not settle in such a country. We have heard so many inconsistent statements from hon. gentlemen that we hardly know what to think. I have made up my mind to one thing, and that is, that this trial is too severe for their patriotism. The speeches made by the hon. gentlemen have shown a great deal of research; we have been told the cost of running all the railroads in the United States; but the whole line of their argument has convinced me that they cannot give this contract the support its merits deserve. I, myself, coming from the Lower Provinces — and if I introduced sectional feeling into the consideration of this question it would be discreditable to me—would have been better satisfied if, in the first instance, we had hastened a little more slowly. We would have been better satisfied if, at the inception of this great scheme, it had been decided to stop at the foot of the Rocky Mountains. But, Sir, the public credit of this country has been pledged to the completion of this great work. Favorable as are the terms of this contract, it necessarily involves the expenditure of a large sum of money. I hope the anticipations of gentlemen who know more about this contract than I do, will be realized, and that the discontented, starving, struggling people of Europe will find a home in the North-West, where their labor will be remunerated, and where they will increase at such a rate that they will divide with us the public debt that now rests on the people of Canada, and thereby lighten our taxation. I think it is a matter of regret to hear hon. gentlemen belittle our country and its resources. What satisfaction can it give them to assert that the population of Canada is going to the United States? Surely things must have come to a crisis to necessitate talk of this kind. This great transcontinental line will necessarily increase our burdens unless public men on both sides strive shoulder to shoulder to induce the populations of Europe to come to this country and fill it up. Then the lands which last year were worthless, and this year are worth $3.18 an acre, will recoup this country for the great work we are now undertaking. Well, if this is to be accomplished, do not let us have the money markets of England, and every leading commercial house filled with the deprecatory speeches of the member for West Durham. Let us be true to our country, and lay aside political feelings and prejudices and enmities—let us do the best we can to induce the tide of immigration into our North-West and make its lands valuable. We hear of land there being worth $4 and $5 an acre. These are railway values. What are those lands worth now to the Provinces of Quebec or Ontario? Their value will be created by the railway which will open up great sources of wealth to the Dominion, more beneficial in their results than the gold mines of California to that State. For that reason I intend to support the Bill of the Minister of Railways; and whatever agitation is got up, I have an abiding faith in public opinion and the sober second-thought of the people. We have an evidence to-day of its beneficial operation in the present position of political parties. Only a few years ago public opinion overwhelmed the Conservative party, but after five years of trial of the opposite party, the people have had time to reflect on their course and the merits of the Conservatives returned them to power, in the interest of the country. This gigantic undertaking has been before the country for years, and when the people returned the right hon. gentlemen to power, they desired not only changes of political administration, but the completion of this great work. The country knows this great undertaking can be safely entrusted to the present Ministers, who do not mean to steal a march upon the people. They have done the best they could, and if every document asked for were placed on the Table, I do not think it could injure the Government or strengthen the Opposition.

DR. MUTTART'S SPEECH.

Mr. Muttart: I will promise you, Mr. Speaker, at this stage of the debate not to attempt a long speech. But I feel it my duty not to give a silent vote on this great question; and in a few words I wish to give a reason for the hope that is in me. Last session and the session previous we had the same old cry of ruination and taxation. The subject then was the National Policy. As the National Policy is turning out so successfully, the Opposition have dropped this subject and now we have ruin and taxation from building the Pacific Railway. We are getting used to this sort of thing, and we are not the least alarmed at the threatened ruin which the Opposition now predict as the result of the construction of the Canada Pacific Railway by the Syndicate. A great deal has been said within the last few days as to the great "uprising"—if I may be allowed to borrow an expression from the hon. member for Shelbourne—that is taking place throughout the country, against ratifying the agreement with the Canadian Pacific Syndicate. At the early part of the session a great flourish of trumpets was made by the Opposition press over a statement said to be communicated by the Island leader of the Opposition in this House—the hon. member for Prince—to the effect that the people of Prince Edward Island were exasperated over the terms about to be entered into by the Government with the Syndicate. Now, whether the hon. member for Prince gave such information or not, I am not prepared to say; but this I do say, that the hon. member on that occassion had left home before the terms of the Syndicate agreement and contract were known on the Island. So much for this reported exasperation. Within the last day or two I have received numerous letters from my constituents, all—without a single exception, approving of the contract under consideration. It will not be out of place, I presume, to give this House a few extracts from these letters, all of which are written by intelligent *bona fide* electors of considerable influence in the community in which they reside. One of these electors says:

"Senator Haythorne has returned to the Island with theusands of anti-Syndicate petitions and manifestos in a travelling bag. He is a wonderful man this Senator Haythorne for changing constitutions. We all remember when he and Laird shouldered Prince Edward Island in the dead hour of the night and started for Ottawa, but this his latest feat surpasses that by all odds.

"I suppose ere this petition from the Island against the Pacific Railway have reached Ottawa. Some of these petitions bear the names of dead as well as living Grits. All the persuasive powers of English Gaelic and dog Latin were used in certain localities without producing the slightest effect."

Another correspondent says:

"In the Government's Pacific Railway policy I believe you will be carrying out the wishes of your constituents, by giving the Government your undivided support. I am greatly mistaken if the people of this Dominion are again going back to the days of dark depression which pervaded the land during the *regime* of Mackenzie, Cartwright & Co."

Another correspondent say:

"Our Grit friends on the Island are laboring hard to create a feeling against the Government on account of the Pacific Railway bargain. I suppose they found their conspiracies took so well before, they think this a fitting opportunity of playing the same cards over again, but it does not seem to work. They will find that many even of their former blind followers have received sight within the last six years. &c."

Another writer says:

"Grits are sending round petitions against the Pacific Railway and they are being signed by their friends. The meetings that have been held have most signally failed to affect public opinion in the slightest degree. Intelligent, reading and thinking men are of opinion that the Syndicate contract is the best thing for the country yet submitted for building the Pacific Railway."

Another correspondent says:

"The Grits are endeavoring to make all possible capital out of the Pacific Railway scheme. Petitions are being industriously carried about for signature, in the vain hope of defeating the measure. These petitions, will no doubt, when presented to Parliament, present a long array of names; but they will not by any means represent the sentiments of the great bulk of electors in this section of the country. All the level headed people, not politically prejudiced, that I have heard speaking on this subject, say that they don't care a cent if the whole North-West were appropriated to the building of this road, as long as the older Provinces are saved from the burthen of doing so. I strongly believe if the proposed measure passes through Parliament it will affect the political attitude of your constituency towards the Government, more favorably than otherwise."

Another correspondent writes:

"Our local Grits feel very sore because they cannot raise enough gullible matter to stir up the people. They tried their very best but it would not work worth a cent. Petitions were in circulation here, but I do not think that any respectable Grit even was seen out with them. On one petition which I saw there were names of mere children—boys hardly in their teens. People are laughing at the idea of such men as D. and C. and K. hawking round petitions calling on the House of Commons and the Senate to stop the Pacific Railway."

It will be seen by these few extracts that the people of Prince Edward Island are far from being "exasperated" at the terms of the Syndicate contract. And that the "uprising" of which we have heard so much exists only in the imagination of the Oppositions. I have simply given you these extracts, Mr. Speaker, as a sample of what a large majority of the free and independent electors of Prince Edward Island think of the situation. I believe they may be safely taken as a truer index to the state of public feeling in that Province than the beg twice-signed petition just read to this House. I may say that I have looked over that petition, which is like all other petitions. It is by no means a genuine one, as it bears dozens of names evidently written by the same hand. There are whole pages in the same handwriting, and I can point to names in that petition which have been signed twice. For my part I have listened attentively to the debate on this important subject from day to day, and am free to confess that if I had any doubts at first as to the proper course to take, they would have been all removed by the discussion which has taken place in this Parliament and throughout the country during the recess. I am convinced that the bargain which has been made by the Government with the Pacific Railway Syndicate and now about to be ratified by Parliament is the very best ever offered for the consideration of this House, and I have not the least doubt but the large body of electors throughout the Dominion will fully endorse the action taken on this question by the Government and their supporters in this Parliament. There are some points in which both great parties in this country are apparently agreed. Both parties admit that the road must be built. The hon. member for Quebec, who was the Minister of the Interior under the Mackenzie Administration, stated the other evening that he had yet to learn that any member of the Reform party had attempted to repudiate the building of the Canadian Pacific Railway. I was glad to hear this candid admission from so distinguished a member of the Opposition, for in certain sections which I might name the people are being told, in order to induce them to sign the petitions which are being circulated by the Opposition, that the present Government and their supporters in Parliament are the only party in Canada in favor of building this great railway, when the truth is that the Reform party is the only party committed to the construction of this great and expensive undertaking as a Government work. The Province from which I come had no act or part in settling the terms on which British Columbia entered the Union. When Prince Edward Island entered Confederation, the building of the Pacific Railway within a limited time was fully agreed upon in terms as binding as terms could possibly be made, no matter which political party might control the affairs of State. And when the Island threw in her lot with the other members of the Confederacy, she knew that the Pacific Railway had to be built. Both political parties in Prince Edward Island knew this, and both accepted Confederation with all its advantages and disadvantages, its responsibilities and obligations. Agreed as both great parties in this country appears to be, that this great public highway—the Canadian Pacific—must be constructed, and that there is no getting out of it, we must only accept the cheapest and best plan possible under the circumstance. For the sake of comparison let us look at the present proposition in the light of the Allan charter and the Mackenzie Act of 1874. I am aware that this comparison has been made already, but it will be no harm to allude to it again and again till the subject is so plain that those who run may read. Under the Allan charter we were to give 50,000,000 acres of land and $30,000,000 subsidy. Counting the land worth $2 an acre, the amount would stand as follows:—

50,000,000 acres of land at $2 per acre	$100,000,000
Cash subsidy	30,000,000
Total	$130,000,000

Under the Mackenzie Act of 1874, Parliament agreed to give 55,940,000 acres of land along with a cash subsidy of $10,000 per mile, and interest at four per cent. on whatever amount might be expended above that amount. Here is, therefore, how the Mackenzie offer stands according to the Act of 1874, which hon. gentlemen opposite endorsed and supported by their vote in Parliament:—

55,440,000 acres of land at $2 per acre,	$110,880,000
Cash $10,000 per mile for 2,977 miles of railway,	29,770,000
Government guarantee on $7,500 per mile, at 4 per cent for 25 years,	20,977,599
Total,	$162,617,599

The proposal now before Parliament is as follows:—

Existing roads with contracts completed,	$28,000,000
Cash subsidy	25,000,000
25,000,000 acres of land at $2 per acre,	50,000,000
Total,	$103,000,000

Thus it will be plainly seen that the present terms are $36,000,000 better than the Allan contract, and $59,627,500 better than the terms offered by the late Administration in the Act of 1874. With respect to branch lines, the present Company or Syndicate, if they build branch lines, will have to build them without any subsidy; while the Act of 1874, passed by the then leader of the Government and his supporters, provided for subsidizing branch lines by land bonuses of 6,400 acres per mile. The estimated quantities of land for the purpose was 12,000,000 acres, which at $2 per acre would amount to $24,000,000 additional. One of the great objections raised by the Opposition against the proposed arrangement, now under the consideration of this House, is with reference to the ownership of the road after it has been constructed. They appear to be very much troubled about the road being handed over to the Syndicate absolutely for ever, or, as a speaker at a meeting recently held in P. E. Island, stated: "for ever and ever. Amen." As an instance of what it costs the Government to run a railway, let us look how the account stands with reference to the Intercolonial Railway, for the years 1874, 1875, 1876, 1877 and 1878. In Mr. Brydges' report of the 18th August, 1874, he informed the Government that the gross expense for the year on the New Brunswick and Nova Scotia Railways amounted to $1,301,655.08. The hon. the Finance Minister of 1874—the present hon. member for South Huron—stated in his Budget Speech, page 29, that the deficit in connection with the Intercolonial railway, for the year 1873-4, was $1,250,000. By reference to the Public Accounts for 1875, the expenses and revenue were as follows: Expenses, $1,485,015.12; Revenue, $861,593.42; leaving a balance of $623,422.69. The total cost of the Intercolonial Railway, as stated in the Public Accounts page 44, for this year, is put down at $20,593,915; Interest on this amount, at 5 per cent., $1,029,650; which added to the difference between expenditure and revenue makes a deficit of $1,653,071.

The deficit for 1874 was	$1,250,000
" " " 1875 "	1,653,071
" " " 1876 "	1,478,229
" " " 1877 "	1,738,240
" " " 1878 "	1,582,079
Total	$7,699,619

Or an average deficit of $1,539,923. It will, therefore, be seen that one of the very best features in the present agreement, especially in the interest of the older Provinces, is that the road when completed shall be equipped and operated by the Syndicate and not by the Government. The bare expense of running the Pacific Railway after it has been constructed, has been estimated by Mr. Sandford Fleming at $8,000,000 annually. In view of these facts, we ought certainly to congratulate ourselves upon the assurance that the road is not only to be built, but to be owned and operated by a private company. I believe that I am honestly acting in the interests of my constituents in supporting the proposition now before this House. I accept the bargain with the Syndicate as a whole—the details of the agreement do not directly affect the interests of the people of Prince Edward Island. There is one point, however, to which our opponents in that Province are endeavoring to give special prominence, and that is in reference to the question of land monopoly. This is a tender spot with Prince Edward Islanders, and they are being strongly appealed to on this head. From the fact that the people of that Province were subjected to a grinding system of landlordism for over a century, and from which they have been freed by means brought about under Confederation that never might have been successful if they had to depend upon Downing Street instead of Ottawa rule—it will be readily understood that this cry of monopoly is intended to rouse the prejudices of the people of that Province. Let us refer to the exact wording of the contract on this head, in order to ascertain whether there is any grounds for fearing a land monopoly or not. On page 6, section 11, of the Syndicate contract and agreement, we read as follows:—

"The grant of land hereby agreed to be made to the Company, shall be so made in alternate sections of 640 acres each, extending back 24 miles deep, on each side of the railway, from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the Company receiving the sections bearing uneven numbers. But should any of such sections consist in a material degree of land not fairly fit for settlement, the Company shall not be obliged to receive them as part of such grant, and the deficiency thereby caused and any further deficiency which may arise from the insufficient quantity of land along the said portion of railway, to complete the said 25,000,000 acres, or from the prevalence of lakes and water stretches in the sections granted (which lakes and water stretches shall not be computed in the acreage of such section,) shall be made up from other portions to be selected by the Company in the tract known as the fertile belt, that is to say the land lying between parallels 49 and 57 degrees of north latitude or elsewhere at the option of the Company by the grant therein of similar alternate sections extending back 24 miles deep on each side of any branch line or lines of railway to be located by the Company, and to be shown on a map or plan thereof deposited with the Minister of Railways; or of any common frontline or lines agreed upon between Government and the Company, the conditions hereinbefore stated as to lands not fairly fit for settlement to be applicable to such additional grants. And the Company may, with the consent of the Government, select the North West Territorica any tract or tracts of land not taken up as a means of supplying or partially supplying such deficiency. But grants shall be made only from lands remaining vested in the Government."

Some of our opponents, in referring to this section, say that the Government may give all the land along the road, but that while it would be for the Company's interest not to select the Government's alternate blocks, preferring to leave these sections with the Government, for the simple reason that their settlement with emigrants will largely increase the value of the Company's sections, I cannot see how any language can be made plainer than the wording of this section. The Company are to hold every alternate block of land along the line of railway, and if a sufficient quantity cannot be found fairly fit for settlement within the fertile belt, then the Company are to take land elsewhere, in alternate blocks. Lawyers may raise quibbles as to the meaning of this section, but this is the plain English for it as far as I can understand it. In the face of this I cannot see how a land monopoly can exist, as after the Company get their 25,000,000 acres in alternate blocks, the Government will still hold seven-eighths of the land of the North-West. The Hon. member for Richmond (Mr. Flynn), in figuring up the cost of building the Canadian Pacific Railway, endeavored to make it appear that the Maritime Provinces alone would have to pay millions and millions of dollars as their share towards the building of the road. By what course of reasoning the Hon. gentleman arrived at his conclusions I am at a loss to understand. I can easily understand how it would have increased the burdens of taxpayers of the Lower Provinces if the late Government had remained in power and continued to build it as a Government work. The late Government spent over $18,000,000 in building two pieces of this road—leaving a gap between of 150 miles—required to be built in order to make the work of any use at all. It was all right in the eyes of the Opposition for the late Administration to spend millions in this great work, but now that an opportunity offers to transfer the responsibility and expense from the shoulders of the Government to that of a private company, a great hue and cry is raised—not in the interests of the taxpayers, but simply to advance the interests of party. Let us see how the Hon. member for Richmond's opinion agrees with that of the Toronto *Globe* of not so very long ago.

"Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry through our own territory, and in putting things in a fair way for the Canadian Pacific Railway. It is a question of not merely of convenience, but of national existence. It must be pushed through at whatever expense. We believe it can be pushed through not only without being a burden pecuniarily to Canada, but with an absolute profit in every point of view. Without such a line a great British North America would turn out an unsubstantial dream; with it, and with ordinary prudence and wisdom on the part of our statesmen, it will become a great a glorious, and inevitable reality."

The land of the Northwest is comparatively valueless without a railway. With a railway the lands will prove more than sufficient to meet all the outlay that will be incurred, for after the Syndicate receives 25,000,000 acres there will be still left in in the hands of the Government about 175,000,000 acres. This at even one dollar an acre will amount to $175,000,00, an amount sufficient to recoup the Government for every dollar expended in building the road, besides leaving a handsome surplus to the credit of the country. As I am therefore fully convinced that the building of the Pacific Railway will not increase the burdens of the people of Prince Edward Island one cent, I intend to support the proposition now before the House; and in doing so, I believe I am acting in accordance with the wishes of those electors at least whose votes gave me the honor of a seat in this Parliament.

NEWS BY TELEGRAPH.

DUBLIN, Jan. 26.

The trial of Parnell and the other traversers was finished on Tuesday, and the case given to the jury. At 5 p. m. the jury returned to Court, and their foreman said they had not agreed, nor were likely to agree. The jury was discharged at 7.45 o'clock, the foreman stating it was impossible for them to agree. A juror previously stated that they were ten to two, but the judge said he could only receive a unanimous verdict. Great excitement prevailed, and it was heightened when the judge said that after the exhibition of turbulence in the Court he could not expect there would be a free and unanimous verdict. Immense crowds were cheering outside the courthouse. Parnell remained in the Court all day. He was loudly cheered on going to and from luncheon. When the result of the State trial was made known in Dungarvon the town was brilliantly illuminated, bands paraded, and the surrounding hills were ablaze for twenty miles.

OTTAWA, Jan. 28.

A mass meeting of Irishmen was held last evening for the purpose of furthering the objects of the Land League. Among those who addressed the meeting was Senator Howlan of P. E. Island, who will deliver a lecture shortly in aid of the League.

MONTREAL, Jan. 27.

John Hamilton, Master of an Orange Lodge at Point St. Charles, is threatened with "Boycotting."

OTTAWA, Jan. 28.

The proceedings in the House this morning, after 3 o'clock, were important of course; but they were an extraordinary mixture of fun and seriousness. The seriousness was mostly with the Opposition, who stuck to their amendments with a zeal worthy of a better cause. It was a few minutes before eight o'clock when the final vote was taken. When the yeas and nays were called, the Government and their supporters rose *en masse* and a grand cheer resounded through the chamber. All on the Government side stood up for a minute, cheering lustily, and then, led by Mr. Fortin, they broke out with the National Anthem.

On Monday Sir Charles Tupper will introduce an Act to amend the Consolidated Railway Act, and also an Act to consolidate and amend the laws relating to Government Railways.

Hon. Mr. Blake gives it as his opinion that after the Pacific Railway bill is disposed of, the session will not be prolonged to any great extent.

The Engineers connected with the Pacific Railway have been notified that their services are no longer required by the Government in consequence of the line being built by a private company.

DURBAN, Jan. 27.

A patrol from Pretoria captured a Boer laager after severe fighting. The Boers lost 27 killed and many wounded. The enemy abandoned their stores. The British lost 4 killed.

LONDON, Jan. 27.

The thaw has rendered the Thames impossible for rowing for a week, owing to floating ice. Hanlan had two good spins on Southampton harbor yesterday.

Gen. Sir Geo. P. Colley, telegraphs today from Mount Prospect. Our advance has been stopped by rains; but the weather is clearing.

DURBAN, Jan. 28.

One thousand Boers are in sight of the scouts of the British advanced column.

LONDON, Jan. 28.

News from Transvaal indicates that the Boers have taken up a position in Drakenberg pass, which is among the last of the steep ascents leading to the Plateau. They permitted General Colley, whose progress has been only twenty miles since he commenced to move, to advance unmolested through some of the worst passes in the mountains; but their position will enable them to await the encounter when the troops are fatigued with rough travelling whilst the Boers have behind them a comparatively level plain through which, in the event of defeat, they being nearly all mounted, can retreat much faster than the British can follow.

Pretoria has provisions for a month.

The town is deserted, but is covered by the guns of the fort. The country around is patrolled daily for a radius of six miles.

In the Commons to-day the Secretary of War announced that Sir Geo. P. Colley telegraphed on the 26th, that an attack on Pass was repulsed.

The casualities are heavy, but not yet known. I hold the camp until the arrival of reinforcements. The Secretary of War said he believed the English attack had been repulsed.

LONDON, Jan. 28.

A despatch from Durban gives the following account of the engagement with the Boers: "General Colley's advance guard, consisting of a portion of the 58th Regiment and a force of horsemen, attacked the Boers' position.

The attack was at first partially successfull, but subsequently the Boers were strongly reinforced and repulsed the British troops with heavy loss.

The Boers suffered severely; both sides maintain their positions.

OTTAWA, Jan. 30.

The debate on the second reading of the Pacific Railway Bill will open to-morrow with a speech by Sir Charles Tupper.

The Opposition have their amendments to move, and there is no telling how long the discussion on them will last. Some anticipate that it will be over on Tuesday night, but it is probable that the Grits have enough kick in them yet to prolong it to the end of the week.

Yesterday, a very pleasant event took place in the Chamber of the Speaker of the Senate, being the presentation of an address to Hon. Senator Hamilton, of Kingston, on the occasion of his having completed his fiftieth year as a legislator.

The death of Hon. Letellier de St. Just, ex-Lieutenant Governor of Quebec, which was announced yesterday, caused deep regret among all parties. A number of Senators and members attend the funeral.

DUBLIN, Jan. 29.

Ireland has been ablaze for the last few days, rejoicing at the result of the state trials.

"Parnell is free," is emblazoned on a thousand banners in the towns and villages to which the League has extended its operations. Bonfires blazed on every hill side. The popular demonstration has passed without particular disturbance though there have been isolated instances where the constabularly with mistaken zeal interfered when bonfires were erected in the market places and displays of fireworks were attempted in the streets.

CAPE TOWN, Jan. 30.

The Boers of the Orange Free State held a meeting and determined to send horses and cattle to the Boers in the Transvaal.

LONDON, Jan. 30.

There is a strong feeling among the Radical and Irish members in favor of granting the Boers belligerent rights

SAN FRANCISCO, Jan. 30.

The rain that began on the 28th and spread over the coast from British Columbia to the southern portion of this State has been the heaviest storm 1861.

MISCELLANEOUS.

Another disastrous earthquake has occurred at Agram.

Irish mass meetings are being organized throughout England.

Elleanor Williams of St. John, N.B., died lately at New York, aged 104 years.

The Government press at Simla, in India, has been burned, entailing a loss of £30,000

There is but little bad luck in the world, but there is a heap of bad management.

The borings for the St. Lawrence river tunnell at Montreal are in full operation at present.

A weak mind is like a microscope, which magnifies trifling things, but cannot receive great ones.

The ironclad Belleisle has been sent to the northern coast of Ireland to prevent the landing of arms.

The estimated cost of maintaining the police department of Chicago for the ensuing year is $619,228.50.

The Earl of Devon, sooner than get nothing at all, has accepted Griffith's valuation from his Irish tenants.

The Government has information that there is danger of the Fenians making use of the agitation in Ireland.

It is now stated as a fact that Prince Gortschakoff, the Russian Chancellor, is retiring from the conduct of public affairs.

Kansas harvested 25,000 acres of Egyptian or rice corn last years. It thrives in the driest soil and intensest heat.

The condition of Ireland is said to show some improvement. Outrages are less frequent, and the panic has in a measure abated.

An Amherst saloon keeper reports that one of his customers has sworn off this year, and that was man he refused to trust longer.

A despatch from Durban says:—Sir Hercules Robinson has arrived at Cape Town and assumed office as Governor of Cape Colony.

The entire wheat crop of Southern Indiana and Illinois is reported to be a failure, owing to the late planting and the early and severe winter.

The prominent butter dealers of Chicago have agreed not to sell imitation butter because they are badly injuring the export trade.

The exports of grain from the port of New York during the year 1880 reached 107,000,000,000 bushels, an excess of nearly 13,000,000 bushels over the exports of any previous year.

"Money does everything for a man," said an old gentleman, pompously. "Yes," replied the other one, "but money won't do as much for a man as some men will do for money."

The Hanlan-Laycock boatsrace has been postponed until February 14th. This will prevent the Canadian champion's departure for home on the 27th inst., as he originally intended.

Davitt, the Irish Land Leaguer, has received a letter addressed to "Ticket of Leave Convict Davitt," and conveying the information that it is quite time he was remitted to prison again.

A Jesuit priest who was visiting Guatemala for his health was recently arrested under the provisions of an old law directed against the order, thrown into prison, and subsequently shot.

Mr. Blake declared that the grant of 25,000,000 acres to the syndicate would create an Ireland in the North-West; but he thinks that a grant of 22,000,000 acres would make it a land of liberty.

The speculation on the Montreal Stock Exchange during the two weeks ended last Saturday amounted to a total of $7,800,000 for bank and miscellaneous shares, and without including railway and other bonds.

'Will you have your oysters scalloped?' asked a waiter of a green customer from the country. 'Have the oysters scalped? No, but you kin scalp the butter, if you want to. It needs it the worst kind.'

The *Free Press* says that there is a little rumor afloat that the Marquis of Lorne is to be created Duke of Greenwich, a title once held by his ancestors, as all the readers of the "Heart of Mid Lothian" will remember.

A Birmingham despatch says:—It is believed Fenianism is extensively organized here, and a raid upon manufactories of arms is probable. The Government has sent troops to guard the small arms manufactory.

TROUBLESOME CLIENTS.—A celebrated lawyer once said that the three most troublesome clients he ever had were a young lady who wanted to be married, a married woman who wanted a divorce, and an old maid who didn't know what she wanted.

Sitting Bull is reported to have had ever a thousand warriors with him when he escaped from the United States troops recently, and as the latter only numbered something like three hundred, it is thought probable that an engagement took place in which the troops were defeated.

As a young man, late at night, was sitting by his window for a chance to hurl a missile at the cats that worried him, a neighbor passing by said to him, 'I suppose you have an object in view in sitting up there so late.' 'Yes,' was the reply, as he held up a bootjack; 'and I also have an object in hand ready for the object in view.'

A Dublin despatch says:—Judge Fitzgerald, in charging the jury in the case of the traversers, expressed his gratification at the fairness and justness with which both sides conducted the case. He said the jury must dismiss all they had heard or read outside the court and only consider the evidence. He pointed out that the land laws of Ireland were more favorable than those of Great Britain, Belgium, or the United States.