FURLONG'S
IRISH MALT WHISKEY
The above Celebrated
Dublin Malt Whiskey
Rivals the Finest Cognac Brandy.
IT HAS BEEN STORED
FIVE YEARS
in Sherry Casks, and is highly recommended for Medicinal and other purposes, being mellowed with age,
PERFECTLY PURE
and free from those heating qualities usually found in other whiskeys.
THOMAS FURLONG,
Direct Importer, St. John, N.B.

ROYAL
Insurance
Company
FIRE AND LIFE.
Assets over - - $22,000,000
J. J. & J. SYDNEY KAYE
Agents,
ST. JOHN, N. B.

The Liverpool and London
AND GLOBE
INSURANCE COMPANY
assures against loss or damage by fire, property of every description
At Lowest Current Rates

LIFE INSURANCE
ON THE MOST FAVORABLE TERMS.
No. 118 Prince William street
SAINT JOHN, N. B.
nov1

Brandies, Whiskies, Wines, Champagnes, Clarets, Foreign Liqueurs.
&c., &c., &c.,
HENNESSYS' BRANDY;
Martell's Brandy;
Vine Crowers Brandy;
Encore Whisky;
Tremlnch Highland Whisky;
Talker (Skye) Whisky;
Oban "Small Still" Whisky;
Dublin Old Still Whiskies;
Kinnahan's L. L. Whiskey;
Aitkin's Edinburgh Ale;
Wasacker's Schiedam Geneva;
JAMAICA RUM;
FOREIGN LIQUEURS,—Anisette, Curaçoa, Vermouth, Dutch Bitters, &c., &c.;
Sherries,—Shipped by Joseph C. Gordon, Zeres de Frontera;
PORTS.—Shipped by C. N. Kopke, Oporto;
Champagnes,—Shipped by Ruinart Pere & Fils, Petrot; Bonnet, (Epernay); Pommery & Grens and Heidsieck;
Burgandies,—Shipped by DeBeuverand, DePolmy;
Rhine and Moselle Wines,—Shipped by A Jordon.
JAMES DUFFY,
Wine Merchant,
PORTLAND BRIDGE.
ESTABLISHED 1842.

No Patent No Pay.
PATENTS
obtained for Inventors, in the United States, Canada and Europe, at reduced rates. With our principal office located in Washington, directly opposite the Patent States Patent Office, we are able to attend to Patent Business with greater promptness and despatch and less cost than other patent solicitors, who are at a distance from Washington, and who have, therefore, to employ "associate attorneys." We make preliminary examinations and furnish opinions as to patentability, free of charge, and all who are interested in new inventions and Patents are invited to send for a copy of our 'Guide for obtaining Patents' which is sent free to any address, and contains complete instructions how to obtain Patents, and other valuable matter. We refer to the German American National Bank, Washington, D. C.; the Royal Swedish, Norwegian, and Danish Legations, at Washington; Hon. Joseph Casey, late Chief Justice U. S. Court of Claims, to the officials of the U. S. Patent Office, and to Senators and Members of Congress from every State.
ADDRESS: LOUIS BAGGER & CO., Solicitors of Patents and Attorney at Law, Le Droit Building WASHINGTON, D. C. jun22

PATENTS
To Inventors & Manufacturers,
ESTABLISHED 1856.
GILMORE, SMITH & CO.,
Solicitors of Patents & Attorneys at Law
American and Foreign Patents.
639 F Street, Washington D. C.
No Fees in advance, nor until a Patent is allowed. No fees for making Preliminary Examinations.
Special attention given to Interference Cases before the Patent Office, Infringement Suits in the different States, and all litigation appertaining to Patents or Inventions.
Send Stamp for Pamphlet of Sixty Pages.
nov15

CARD OF THANKS.
THE Subscriber begs to return his sincere thanks to his numerous friends and customers for their very liberal patronage to him during the twenty years he has been in business, and would respectfully announce to the public that he has greater facilities than ever for customers to select from his very large stock of
BOOTS AND SHOES,
And being constantly receiving New Goods from the very best markets in Canada and the United States would solicit an inspection, feeling confident the stock will give perfect satisfaction in every respect.
JAMES McCONNELL,
mar26 19 King Street.

Cutlery and Plated Goods!
JUST OPENED:
1 Case Joseph Rodgers & Sons'
Fine Table Cutlery;
2 CASES
Best Pocket Knives,
Well Assorted;
1 CASE ROUND'S
Celebrated Forks, Spoons, &c.
CLARKE, KERR & THORNE.

$5 to $20 per day at home. Samples worth $5 free. Address STINSON & CO., Portland, Maine. mar18

LIGHT!
Chandeliers, Hall Lights, Brackets, Pendants.
STAND LAMPS,
In Bronze, China, Glass, &c.
OILS—AMERICAN AND CANADIAN.
J. R. CAMERON,
jan31 54 Prince Wm. Street.

THE ST. JOHN WEEKLY FREEMAN
IS issued every Saturday morning from the office of P. TOLE, 54 GERMAIN STREET.
Subscription ONE DOLLAR per annum in advance, post paid or delivered in any part of the city or Town of Portland.
Advertisements inserted a reasonable rates.

St. John Weekly Freeman.

NEW SERIES, VOL. V. ST. JOHN, N. B., SATURDAY, MAY 6, 1882. NO. 36.

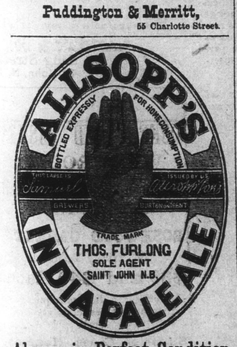
JACOBS OIL
TRADE MARK.

THE GREAT
GERMAN REMEDY.
FOR
RHEUMATISM,
Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains,
Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.
No Preparation on earth equals ST. JACOBS OIL as a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claim.
Directions in Eleven Languages.
SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.
A. VOGELER & CO.,
Baltimore, Md., U. S. A.

1882 Fresh Seeds 1882
T. B. BARKER & SONS
Have just received from the best houses in London and Paris
36 Sacks and Bales
—OF—
FIELD and GARDEN SEEDS
comprising the very best varieties adapted to our climate and soil, in
Carrot, Turnip, Cabbage, Celery, Beet, Mangold Wurtzel, Cauliflower, Cucumber, Onions, Beans, Peas, Tomato, Squash, Radish, Pot Herbs, Spring Vetches, White Corn, Etc.
Also, on the way, to arrive in a few days:
650 Bushels Choice Rich Red Lower Canadian TIMOTHY SEED; 400 bushels Early Fresh Red and Late Mammoth Red CLOVER SEED; 50 Bushels Choice Alsike CLOVER SEED.
Our Seeds are all New, Fresh and True, and will be sold at the very lowest market rates.
T. B. BARKER & SONS,
agst 35 and 37 King street.

1882 Garden Seeds. 1882.
FLOWER SEEDS.
FIELD SEEDS.
JUST RECEIVED:—A Full Assortment of most choice kinds, among which will be found several new varieties.
Grass and Clover Seeds,
IN DUE SEASON.
R. D. McARTHUR, - Medical Hall,
No. 59 Charlotte St., opp. King Square.
P. S. Further particulars hereafter.

Timothy Seed and Western Clover
SEED!
LANDING TO-DAY.—FOR SALE BY
Puddington & Merritt,
55 Charlotte Street.



Always in Perfect Condition.
THOMAS FURLONG,
Sole Agent for New Brunswick.
oct11

Abolition of Duties on
TEA and COFFEE.
LOGAN, LINDSAY & CO. have in stock:
400 PKGS. TEA,
And to arrive:—
175 Packages TEA, viz.:
Congous, Souchongs, Oolongs, Japan, Orange, Pekoe, Hyson, Gun Powder, etc.
Also—20 Sacks Extra Fine Java COFFEE.
The above goods will be sold at prices subject to the reduction of tariff.
mar4 78 and 80 King Street.

SCHOOL BOOKS.
A FULL LINE OF
SCHOOL BOOKS, &c.,
Kept Constantly on Hand.
WHOLESALE and RETAIL.
T. O'BRIEN & CO.,
53 King Street.

BROOMS,
LANDING FROM MONTREAL:
1 CAR LOAD BROOMS,
570 Doz. Assorted Sizes.
For sale low to the trade in lots.
STEPHENS & FIGGURES,
mar22 Wholesale Grocers, DOCK STREET.

$66 a week in your own town. Terms and $5 outfit free. Address H. HALLETT & Co., Portland, Maine. mar18

The Weekly Freeman.

Saturday, May 6, 1882

Mr. Blake, when moving his resolution to the effect that Canada should have the power to make her own commercial treaties, through her own agents, accredited, of course, by the Queen, argued that this has become a subject of great importance and urgency because of the growth of our population and commerce, the necessity of opening new avenues of trade or expanding those now existing, and because of the indifference with which our interests are treated when England is engaged in the work of making treaties, and the little influence our representatives have when we are permitted to send a representative to attend upon the English plenipotentiaries engaged in such negotiations. He read from Mr. Cobden's and other works to show what diplomacy is in Europe, and from a letter of Sir A. T. Galt to show what a humiliating and uninfluential position a Canadian representative occupies in such cases, and he argued that a Canadian, acquainted with Canadian affairs, and proceeding in a plain, direct way to business, could do much more than is to be expected from a British ambassador trained in diplomatic subtleties and holding the interests of Canada as of small moment.

A mere business arrangement, he contended, could vest, and most readily and most satisfactorily be made by Canadian representatives thoroughly acquainted with Canadian business and concerned mainly for Canadian interests.

He argued, also, that our obtaining and exercising this power would not, in the slightest degree, weaken our connection with the Empire, as some supposed. Sir John A. Macdonald contended that it would do much to weaken the connection, and that it is better for us to have the power and influence of England exercised in our behalf, through an English ambassador, as England has of late years shown herself ready to use it, than to send an envoy of our own, who either would not be received by the Governments of other countries, or would have no influence with them. He then, with remarkable inconsistency, argued that the present Government has done much in the direction proposed by sending Sir A. T. Galt to France and Spain and Germany to negotiate treaties. He was obliged to acknowledge that the labours of Sir A. T. have so far been fruitless. He argued, also, that the policy of the present Government in so legislating, that if other countries chose to legislate in the same direction, could in effect have trade arrangements with us, is as good as that of sending out Canadian agents. He asserted that the resolution was really a blow at British connection, and he waved the old flag, and called on all who loved the connection to oppose the resolution. Mr. Mackenzie, Mr. Mills, and even Mr. McDougall, of Halton, contended that this, which has become a necessary step in advance, involves any more danger to the connection than other developments of the right and power of self-government, which, when proposed, were met by a similar cry. Mr. Mackenzie said it was time that Canada's representative ceased to enter the place of Conference by the back door, and to sit in the ante chamber. Mr. Ouimet and Mr. Coursol, two of the leading supporters of the Government, spoke in favour of the resolution. They were at once followed by Sir H. L. Langevin, who, imitating the style of Sir George E. Cartier, turned to his party, and at the very top of his voice, which is strong, and in tones angry and minatory, argued first that could the proposal be carried out the expense would be enormous, and we would lose the influence and aid of England, and, perhaps, forfeit the right to the protection of her army and navy, and next that it would weaken, and perhaps destroy, the connection. He was born a British subject and he wished to die a British subject. He wanted the old flag to wave still over Canada, and then in his loudest tones he told the party that on this point the policy of the Government is diametrically opposed to the policy of the Opposition, and between Government and Opposition they must choose. This deterred some, but not all of those who wished to vote for the resolution. Mr. Houde, evidently quite excited, protested against the attempt to force them to vote against what was known to be their convictions, and in a short but able speech, stated his opinion as to the importance of the proposal, and said that the public opinion in Montreal is strongly in its favour. He scouted the idea that it would weaken the connection, or that it is more than we have a right to demand, &c. Mr. Girouard, of Jacques Cartier, rose more than once to speak. Mr. McDougall made one of the best speeches he has made in Parliament for years, probably because he gave scope to his convictions. Mr. DeCosmos took like grounds. It was very evident that the effort to "bulldoze" the most respectable members of the Government party was most impolitic and had completely failed. When the vote was taken several, indeed, left their seats, and perhaps some, who, if left free, would have voted for the resolution, voted against it, but of the 101 who voted with the Government, only 21 were French members from Quebec, and of the 58 who voted for the resolution, Messrs. Ouimet, Coursol, Girouard, of Jacques Cartier, Houde, Coupal, DeCosmos and McDougall, were of the Government party. That party, if not shattered, was greatly shaken by the debate and division on this question, and the unpopularity of Sir Hector Langevin, whose total inability to control the Quebec wing of the party was demonstrated, was greatly increased. Not only the men who voted for the resolution, but many of those who voted against it, because he made it a vote of want of confidence, were angry and resentful. The reduction of the majority to 43 after an appeal so inflammatory and menacing is significant.

Will the guarantee promised by the Dominion Government secure the construction of the proposed dry dock in Carleton? Where is the rest of the money required to be got?

The American and the English papers reported that the work on the Panama Canal was making such slow progress that failure was inevitable; but now it is stated that success is beyond doubt and that the canal will be open in a very few years. It is also stated that the French government has approved of a proposal of De Lesseps to cut a channel from the Bay of Gabes opening into the Sahara. It is hoped that by this means the vast expanse of the desert which is under the Mediterranean will be converted into an inland sea. It will require a vast body of water to evacuate the surface of part of that immense bed of acid sand and to keep it wet.

Additional guards are now set at Woolwich to protect it from Irish malcontents. A few days ago it was said that Mr. Gladstone thought a special police force necessary for his own protection. That is not a pleasant state of things. England appears to be greatly excited again, and while excited it is generally unreasonable.

In the Hansard report of the debate on the Irish Question in the Canadian House of Commons, Mr. Anglin's speech is made a continuation of the speech of Mr. Bunster. This afforded much amusement but perhaps it was well that Mr. Anglin was not credited with what Mr. Bunster said on that occasion.

It is said that the Turkish army in Tripoli afford much aid and comfort to the insurgents of Tunis who are now near the frontier, and that the French are much displeased in codsequence.

It was much better that a resolution on the Irish Question as weak, and in some respects objectionable, as that which has passed should be passed unanimously, than that a resolution much more satisfactory in its terms should be moved and rejected or carried by a small majority. We do not know that if Sir John A. Macdonald opposed the original resolution he could have prevented its passing, but it is quite certain that he would have found very many willing to support him. He would have preferred, as the Tory papers indicated, that no resolution on the subject was moved, or if moved, was forced to a division, but that was out of the question, and to oppose its passage would be to destroy any hope he yet entertained of succeeding at the coming election. He therefore strove to put the resolution in a form in which he and his True Blues could vote for it. He was less successful than usual. The patching was clumsily done. He might have made it as mild as it is and as unobjectionable to himself and his True Blues without making it so objectionable to all others.

"Miss Helen Taylor, step-daughter of John Stuart Mill, in the course of a speech at Newcastle-on Tyne, recently, said once again the time had come round when Ireland was teaching the people of the world. Time was when the people of Europe went to Ireland to get instruction. To-day the lessons which the people of Ireland were teaching were not confined to Europe, they were spreading to the other side of the Atlantic. The martyrs in the Irish prisons were not the martyrs of Ireland only. They were the martyrs of the oppressed people of the world. They were the champions of the poor, and they who were there last night fighting the great battle of the poor against the rich. The great lesson, that magnificent lesson, taught in Ironbridge, affords incidental lessons to the world. Ireland only the leader of Ireland, was "No rent." Did they think that that was destined to stop in Ireland? No; it was a lesson which they were teaching to the people of the whole world, and the time would come when the world, freed from the chains of slavery, and rejoicing in the new-found liberty and happiness and equality of all, would rise up and say, "Blessed be that martyr country which taught us how to live." It was never in vain that people had to suffer. The lessons learnt in suffering were eternal; they were burdened with an eternal blessing; and even so was it with Ireland. It had been for ages oppressed, down trodden, and suffering; and, therefore, it had been the first to learn that great lesson by which the whole world would one day profit. Never yet had a nation stood firm for national liberty, which they meant to give down to the lowest of the people, that was not triumphant; and Ireland would not be an exception. The people of Ireland, she ought to say, in the first place, the Land League and Mr. Parnell—they stood alone the pioneers, the leaders of that great doctrine, "the land for the people." Her heart was with them in their struggle as long ago as she could remember, but when the grand, the magnificent manifesto of "No Rent" went forth, something more than her heart, her intelligence, her intellectual convictions were with them too. Why did they hear these words spoken of as if they were almost too wicked to repeat? Because they were words that meant the liberty and the happiness of the poor the humility and the equality of the rich. There was another grand thing about this Irish cause and the way in which they were fighting it—a thing which made it pre-eminently a cause which women ought to come forward and help—that was that they were not only teaching but they were practising, and for the first time winning, the liberty of the nation by the Christian doctrine of passive resistance. She had been in Ireland, and she knew that, while to the Land League was due the eternal honor of having sent forth the teaching which had aroused the people both in Ireland and outside of it, if the Land League were put down tomorrow the people of Ireland would stand and make a second Land League greater than the first. Why did these men come before them with such an unconquerable power of resistance? Why was Parnell's name a name of honor in every part of Ireland, England and America? Why did these gentlemen who had spoken so nobly and stood up so bravely in the House of Commons carry with them that sympathy, not of Ireland alone, but, she assured them, of every lover of liberty in England. They did it because they were true and honest when they said that they represented the people of Ireland. The whole nation from one end to the other was united in the cause, and she could say from what she saw in Ireland that in every part of Ireland women and children, as well as men, were firmly resolved that this time Ireland should win its own. It was a hard struggle for the poor to fight against the wealthy of this, the richest country of the world; and therefore it was all the more necessary that the ladies should everywhere put forth their efforts to collect the funds necessary to keep the poor of Ireland from starving while they were fighting the battle. They were fighting against the astute trickery of the most accomplished politicians, and those only who knew what they were could estimate what their astuteness in the matter of trickery could be. But of this she was sure, that so long as the people of Ireland hold—and she believed they would hold—to their determination to be free this time, by passive but immovable resistance, they were certain of victory.

THE BUDGET DEBATE.

Hon. Mr. Burpee's Speech.

Mr Burpee (St. John) I feel reluctant to prolong this discussion, of which I am sure both sides of the House must be tired, as it has been continued now for some time. You must say that this side of the House has hardly had their share of the speaking. On the other side of the House we have heard several speeches four or five hours in length, and I, therefore, have no need to apologize when I say that, if we continue this debate any longer, it will not be our fault, but that of the members opposite. Mr. Speaker, we need not fear the discussion that has taken place with regard to this matter. Our principles are the same today as they were in 1879; our position has not changed in any way. Hon. members on the other side of the House have especially attacked the hon. member for North Norfolk (Mr. Charlton) and South Brant (Mr. Paterson). They have attacked those hon. gentlemen for speeches they made in the past in regard to this question, not by quoting the whole of their speeches, or giving a fair interpretation to them, but by quoting only a portion of them, which was very unfair to those hon. gentlemen. But when we come to review the speeches made by several hon. members on the other side in the past, and the course they have pursued with regard to this question, we have little to fear from comparison. Take the President of the Council himself, and his action in the past on this trade question has been entirely contrary to his action to-day. Prior to Confederation he was strongly in favor, not only of a revenue Tariff, but of out-and-out Free Trade. His strongest objection against Confederation was that it would raise the duty from 10 per cent., as it was then in Nova Scotia, to 15 per cent. The hon. the Minister of Railways, when in the Government of Nova Scotia, was a pronounced upholder of a Tariff for revenue. In the discussion that took place in 1874, in the resolutions of the hon. member for Centre Huron for raising the Tariff from 15 to 17½ per cent., the present hon. Minister of Railways then spoke in the strongest possible manner in condemnation, saying it was the entering of the thin edge of Protection. Here are his words:

"I fear the hon. Minister is seeking to enter the thin edge of Protection, which will eventually work ruin and desolation throughout the Provinces. Let the hon. Minister look at the neighboring Republic, and he will find that the policy of that country has swept their flag off the seas, and given to others the carrying trade of the world."

I find that the right hon. leader of the Government, in 1873, spoke thus:

"The flour tax has been imposed as an assertion of the independence of the country against American exclusive legislation. It has been maintained in this view until it had been found to work oppressively on certain sections of the community, and so it was repealed as a step in the right direction."

We find the Montreal *Gazette* of that time had the following:

"Let our wise men run the Dominion ship as nearly as possible on the Free Trade plan, and we shall have no fears for her safety."

Now, Mr. Speaker, we have also the resolution moved by the hon. member for Cardwell (Mr. White) in 1874:

"That, without forming any opinion upon some of the details of the present Customs Tariff, and the anomalies which are inevitable in all Tariffs, this Board is of the opinion that no change should be made in it unless the exigencies of the public service demand larger revenues, and that in such case any increase to be made should be in accordance with the principle of the present Customs Tariff, which while not interfering with the commerce of the Province, affords incidental Protection to its manufactures. That this Board is of the opinion that permanence in the fiscal policy of the country is most important alike to its commerce and to its manufactures, and that no change should be made in the Tariff not demanded by the absolute necessities of the revenue."

We might go on giving speeches and resolutions of other members on the other side of the House to show that only a very short period has elapsed since they took stronger ground than ever we take now against Protection. I think hon. gentlemen opposite had better settle this question among themselves before they begin to lecture us on this side of the House as regards our policy. They have challenged us with being disloyal, with being hostile to manufactures and hostile to the best interests of this country and to everything that tends to promote its progress; but I defy hon. gentlemen opposite to show any unpatriotic motive as actuating hon. members on this side. If they will travel through the country they will find that the largest number of people interested in manufactures and in enterprises of various kinds belong to the Liberal party; they will find them more liberal than conservative in fostering enterprises required to promote our industries and cause them to progress satisfactorily. The Liberal party believe that enterprise and energy are the only true motive powers to secure success in any enterprise; they do not believe in the assistance of legislation or protection to spur enterprises into existence and leave them afterwards to depend more on State support than on the energy and enterprise of the promoters. I therefore hurl back the charge that the Liberals are hostile to manufacturers, or to the progress of the country. The policy propounded by hon. members of the Opposition in 1879, has been maintained by them ever since, and the results have proved that they were right. When the hon. Minister of Finance introduced his Tariff in that year, he came down with the proposition to raise $2,000,000 of revenue by a readjustment of the Tariff. We, on this side of the House, took the ground that, if that sum was required, the hon. Minister had imposed an enormous burden, to secure that result, a far greater tax than was necessary to raise that sum. We maintained that the Tariff introduced if applied to the importations of 1878, would produce a taxation of nearly $7,000,000, either in revenue or in the pockets of manufacturers. If the Tariff of 1879 be applied to the importations of 1878, it will produce that amount almost precisely, and whatever does not go into the revenue will go to the manufactures. We showed that taxation would be increased, and the result has proved the accuracy of our prediction. With regard to the different industries, we maintained also that a much larger number of manufactures would be injured by the Tariff then proposed than would be benefitted by it; that they were not protected but injured by the increased taxation imposed on raw materials used. We maintained that over 500,000 farmers representing a population of over 2,500,000, could not possibly be benefitted by the Tariff but would be called upon to bear increased taxation. We maintained also that while we were a large exporting people and depended almost entirely on the exports of farm produce, lumber and fish for the imports of the country, and for our paying capacity to balance the trade, these industries being taxed very largely could not possibly receive any benefit from the Tariff and did not. We maintained that the lumbermen of the Dominion, who represent a capital of over $100,000,000 and who altogether support between 400,000 and 500,000 persons, and who have exported since Confederation nearly $300,000,000 worth of lumber, were called upon to bear increased taxation, and could not possibly derive benefit from the Tariff. We maintained that the shipping interest, which is a very large interest in this Dominion, representing about $50,000,000 capital, could not derive any advantage from the Tariff by being called upon to pay additional taxation, but would decline, as statistics have shown; also that the fishermen were additionally taxed and could receive no benefit from the Tariff. We maintained also that a large number of manufacturers were not only not benefitted but were injured by the taxation imposed on raw material. They have not got, as they said they would, the home market, and their exports of manufactured goods are steadily decreasing, as trade returns show. We took those strong grounds in 1879. The results have proved that we were correct in all our representations at that time. They were not only proved by the parties themselves, by farmers, lumbermen, shipbuilders, fishermen, and by several of the manufacturers, but also by the present Government. The Government are now doing what they have taxed the lumbermen, and have admitted it. They know that the millers have been taxed; and therefore, to satisfy them, they gave them the privilege of grinding grain in bond for exportation. They admitted that the shipbuilders have been heavily taxed, and they have given them a bonus of 75 cents per ton, but not the laboring men. They know that the fishermen have been taxed, for they come down this year and declare that: "We know that you are taxed very largely, and we therefore give you $150,000 a year to help to make up for the taxation." The fishermen are a very important part of the community, the shore, boat and schooner fishermen, represent 80,000 good, able-bodied men and support a population of 350,000 or 400,000 people. The lowest possible calculation made in Nova Scotia is that the taxation under the Tariff amounts to $12 per head for these men. But we will place the additional taxes at $6 per head, and we then find they are taxed nearly $500,000 a year by this Tariff, and the Government now come down and offer $150,000 in lieu of that sum. We find also that the Government admit they tax manufacturers, for they come down year after year with alterations of the Tariff, and they have extended the free list from time to time, as pressure was brought to bear on them by the manufacturers. So I say that as regards most of the industries I have mentioned, the Government themselves have shown that they know they have taxed them by coming down and making concessionsin lieu of taxation. I might mention also that the blacksmiths, boiler makers, coopers, engine builders, sail makers, car manufacturers, sheet iron workers, stone and marble workers, printing offices, paper manufacturers, sash and door manufacturers, wood turners, carvers, gilders, broom and brush makers, tailors, clothiers, furriers and hatters, trunk makers, and others, all more or less heavily taxed on the raw material they buy use, and are worse off under this Tariff than under the previous one as manufacturers. Further, there was great and unjust discrimination in the Tariff introduced by the hon. the Minister of Finance. Certain classes of the population were taxed more than others, especially the laboring classes, who are large consumers of the cheaper classes of dry goods (duties in woollens were increased from 15 to 30 per cent. more than those who can afford to buy the more expensive goods. With regard to the speech of the hon. the Minister of Railways, I do not think any speech delivered in the House this Session has done the Opposition more good than this. The extreme position he took on coal itself is an evidence of this. The hon. the Finance Minister talked of the Americans paying half the duty, but the hon. the Minister of Railways went further and said they paid the whole of the duty, and that coal could be bought cheaper here than in the United States. With regard to coal oil, the hon. Minister of Railways might have known, and probably did know, that the Opposition when in power reduced the taxes on coal oil from 15 cents to 6 cents per gallon. With regard to tea, he spoke of the enormous discrimination of the duty levied by the late Administration; but any one who will look at the importation for ten years back will see that none was imported at the prices mentioned by the hon. Minister, and that the duty was no greater on one kind than on another. As far as the loans floated by the hon. member for Centre Huron are concerned, the hon. Minister of Railways, in speaking as he did, cast a reflection not only on his own colleague but also on our general agents in London, for the charge that the late hon. Minister of Finance distributed his loans among his own friends in London would apply equally well to the present hon. Minister of Finance, since he adopted the same course and sold at rates no better in 1878-79. Did he give to his friends thereby over $3,500,000? I am sure no hon. member on this side would charge the hon. the Minister of Finance with giving his friends any advantage over the public at large who were the purchasers. The hon the Minister also spoke of the London agents. Well, if they acted, as he asserted, they were certainly not worthy of being retained, yet the Government made no change of agents. We believe the transactions were, in all cases, perfectly honorable and fair, and that the agents are good, substantial, careful men, and that the hon. the Minister of Railways, in making the statement, not only showed his unfairness and reckless insinuation, but implicated in his charge not only his own colleague but the Government agents as well. As to the difference in the price of the last loan, 1880, the difference in the dates of negotiation will account for that. In 1873-74, there occurred in Vienna and New York, panics of which many commercial and financial failures were the outcome. The crisis was something unheard of, so much so that the interest on money in London rose to 9 per cent. The following year, 1875, that panic continued. In 1876, the tightness in money still continued, and, in 1877, the Russo-Turkish war had a depressing effect on business. In 1878, the Glasgow Bank failure and other commercial disasters had made the negotiating of loans almost an impossibility on favorable terms; but, in 1879-80, the change took place and money went down to 2 and 2½ per cent. and remained so, thus making it much easier for the hon. Finance Minister to float his last loan. The hon. Finance Minister, in his speech, compared 1874 and 1878, 1875 1879, 1877 and 1879, 1877 and 1881—changing his base of calculation and comparison no less than thirteen times to suit his purpose in comparing the management of the late and present Government. It must be very amusing to the commercial community to be informed, as they were by the hon. Finance Minister, that they paid into the Treasury $18,500,000 as a voluntary contribution to the revenue. In comparing exports and imports the hon. Finance Minister, in answer to the hon. member for Brant, took the years 1874 and 1878 and compared them with 1879 and 1881, showing very little exports on an average in the last three years over 1874 and 1878. But to make out a case against the late Government—that the taxes levied by the present Government were less than those imposed by their predecessors to the extent of 25 cents per head—he takes the five years from 1875 to 1879, and compares them with the two years from 1880 to 1881, making use of the deficits and surpluses. He showed that the taxes under the late Government were $4.88 per head, and under the present $4.65 per head. He takes in some cases where it suits 1874 to 1878, and has several times said that we are responsible for 1874. The hon. member for Cardwell, said, the other night, that we were responsible for that year, and we will, for comparison sake, take the years from 1874 to 1878, and the years 1879 and 1881 for all our comparison. For the period from 1874 to 1878, adding the deficits of $2,363,000, it leaves a tax of $4.80 per head. Now, take the three years from 1879 to 1881, and deduct surplus of $750,512; and we have a rate of $4.87 per head; or take the account as it stands in the Public Accounts, in which I think the people of the country will look for their information, and compare the years of each Government, as there recorded, and you will find, from 1874 to 1878 the taxation was $4.68 per head, while that from 1879 to 1881 reached $4.86, or was 18 cents less per head in the first period of the late Government than in the second, or present Government.

Sir Leonard Tilley.—Hear! hear!

Mr. Burpee.—Now, with regard to the average expenditure of the two Governments, the Minister of Finance takes for comparison the outlay from 1874 to 1878 with that from 1879 to 1881, to show that the increased expenditure by the present Government over that of the late Government was only some $1,242,000. But there must be added to that amount $334,000 for Dominion lands, which the late Government always charged to revenue, but which the present Government takes out of revenue and charges to capital account. But while we are enquiring into the expenditure of the two Governments, it is best to take the Public Accounts, from which it will be seen that the expenditure of the late Government has reached only $23,500,000 in 1878, and that its expenditure had increased, from 1874 to 1878, by some $200,000; and that, notwithstanding that the present hon. Finance Minister said, during the elections of 1878, that all his party wanted was $18,000,000 from Customs, Excise, and Bill Stamps, or altogether but $22,500,000 to carry on the business of the country. Notwithstanding that the hon. the Minister of Railways said that they could do with less than $22,500,000 if they were in power, we find that in three years their expenditure has reached $25,500,000, or with $334,000 more, which they charged to capital account, which we charged to revenue, (Dominion lands,) making an aggregate of $25,834,600 or $2,334,000 above that of the year 1877-78. But that is not all, they have not only increased the expenditure of the Dominion in three years, over $2,334,600; but they came down this year and asked in the Estimates for 1882-83, the enormous sum of $27,500,000, and also $400,000 for Dominion lands, charged to capital which, I repeat, we charged to income, making a total of $28,000,000, an addition to the expenditure of $4,498,000 in five years of their reign. They may add and substract from the figures as much as they like, but that is the result from the Public Accounts and their own estimates. Then we had the hon. member for Cardwell, whom I do not see in his place, dealing with this subject; he, the other night, also charged the late Government with the responsibility of the expenditure for $1,847,000 and the average annual receipts $1,302,000, average deficit $545,000, or a a deficit of $15,000 a year less than the late Government. Mr. Speaker what are the facts of the case, taking the years for which the late Government are responsible and comparing with the years the present Government are responsible—1874 to 1878 inclusive, and 1879 to 1881:

Late Government, 1874-78, average expenditure,	$1,592,241
Late Government, 1874-78, average annual receipts,	1,144,116
Average deficits,	$448,126
Present Government, 1879-81, average annual expenditure,	1,826,451
Present Government, 1879-81, average annual receipts,	1,259,008
Average deficits,	$567,443

Or a greater annual deficit by the present Government of $119,318, instead of a decreased deficit of $15,000 as the hon. the Minister of Railways stated. The cause of expenditure for this service in three years by the present Government has been $151,719, and the increase the present Government asked for up to 1873, $294,961. This statement shows the enormous increased expenditure of the Post Office service. Now, I think this will show the unfairness of the present Finance Minister in making comparisons in their favor, as against the late Government. The years from 1874 to 1878 are taken as those for which the late Government are responsible, although I say they are not responsible for the whole of it. The hon. the Minister of Finance next took up the Intercolonial Railway. I venture to say there is no part of the public service for which the late Government have been more abused than in connection with that railway. While the hon. member for Lambton was at the head of the Department of Public Works, he was abused from one end of the country to the other, for his alleged mismanagement of that road. When the present hon. Minister of Railways came into power, his first duty, of course, was to set things right, as he said, in dismissing officers, reducing the salaries of others, already small, shutting up the workshops at Moncton, and buying a good deal of the rolling stock in the United States. During the Administration of the hon. member for Lambton, the cost of the construction work done at the workshops at Moncton was charged to revenue account, while after the dismissal of these men from the workshops, and when the rolling stock was imported, the cost was charged to capital account by the present Government. Some of the men dismissed from Moncton workshops were found employment in the United States in the places where these locomotives and rolling stock purchased by the Government were manufactured. The hon. the Minister of Finance makes the working expenses of the Intercolonial Railway, from 1874 to 1879, under the late Government average $2,659 per mile. He makes the working expenses for the two years of the present Government average $1,987 per mile, showing a decreased expenditure by the present Government of $672 per mile. He shows an average receipt per mile, from 1874 to 1879, of $1,760, late Government. The average receipts for the two years, 1880 and 1881, were $1,960 per mile, or $200 of an increase in favor of the present Government. Now, Mr. Speaker, I ask, in comparing these two years with the years from 1879 to 1881, the correct years for comparison. As this is a subject out of which a good deal of political capital has been made against the late Government, I shall be more minute in this statement than I would be otherwise. In 1874, there were 371 miles of railway in operation, yielding a revenue of $893,430, and involving an expenditure of $1,025,831. In 1875, 422 miles; revenue, $861,593; expenditure $850,775. 1876, 512 miles; revenue, $846,861; expenditure $1,077,435. 1877, 720 miles; revenue, $1,154,447; expenditure, $1,461,273. 1878, 720 miles; revenue, $1,378,946; expenditure, $1,611,273. Those were the years during which my hon. friend for Lambton administered that Department. In 1879, 720 miles; revenue, $1,294,009; expenditure, $1,875,000. 1880, 840 miles; revenue, $1,506,298; expenditure $1,603,439. In 1881, 846 miles; with a revenue of $1,760,393, and an expenditure of $1,759,822. Now, Sir, for the purpose of making comparison we will take the five years of the late Government from 1874 to 1878, in which the receipts averaged $1,027,455 annually, and the three years from 1879 to 1881, in which the receipts averaged $1,520,288 annually, showing a balance in favor of 1879-81 on receipts of $492,778. In five years the expenditure, under the late Government, averaged $1,165,327; in three years, under the present Government, viz., 1879 to 1881, $1,746,417, or an expenditure by the present Government over the years 1874-78 of $581,090, or a net balance in favor of the late Government of $88,312.

Sir Leonard Tilley. Did I understand the hon. gentleman to say, in speaking of the railway expenditures, that he took six years? Allow me to read what I stated on that subject. What I said was this:

"Now, Sir, it may be well to call the attention of the House to one or two other facts, to show why it is that we have been able to keep the taxation of the people lower than it was during the time our friends opposite were in power. In connection with this, I desire to call the attention of the House to some facts with reference to the working of the railways, from July, 1874, to July, 1879."

All the calculations are based on five years.

Mr. Burpee. That is just what I have taken—1874 to 1879.

Sir Leonard Tilley. No.

Mr. Paterson, (Brant.)—Including both years.

Sir Leonard Tilley.—From July, 1874, to July, 1879.

Mr. Burpee.—For the purposes of comparison it will make little or no difference in the calculations, but in favor of the late Government, if you take it that way. I have taken the total receipts and the total expenditures of the railway, and I shall now take the receipts and expenditure per mile as the hon. the Minister of Finance has done. From 1874 to 1878, the receipts per mile were $1,886; from 1879 to 1881, $1,890, or four dollars per mile in favor of the present Government. For the five years, from 1874 to 1878, the expenditure per mile was $2,151; from 1879 to 1881, the present Government have expended $2,254, or a balance against the present Government of $83 per mile, or on the whole a net balance in favor of the late Government of $79 per mile. If any hon. member of the House chooses to go into these calculations, he will find, by the Public Works Reports, that they are accurate! I might say, before going further, that in the comparisons I have made I have put the late Government on the same footing as the present Government. I have taken the amount for steel rails, $700,000, paid by the late Government in 1876-77-78 out of revenue as the present Government have charged all such expenditure to capital account, and there are quite a number of smaller items in the accounts which are now charged to capital account of the Intercolonial Railway, that were charged by the hon. member for Lambton (Mr. Mackenzie) to revenue. My hon. friend the member for Lambton (Mr. Mackenzie), when he was in power, sought to close up the capital account of the Intercolonial from the year 1876 and charge everything, to revenue account, instead of doing, as the present Government are do