

any one to propose an amendment. It is not, I presume, the intention of any one to ask for a division on the Address or on any particular paragraph, but I think it is our duty to let this go to the country that, while we allow the Address to pass without pressing amendments, we distinctly state that we object to several declarations made in the various paragraphs, and that we do not consider ourselves bound by the expression of any opinions which we are asked to express in this Address. Entering that protest, perhaps it would be as well to allow the Address to pass paragraph by paragraph without making any special objection to the expressions. It seems to be the desire of all parties to get through with the Address this evening. We certainly could not do so if we were merely to point out how objectionable many of these paragraphs are and how they are calculated to bind us to the expression of opinions which are not our opinions, and how they are perhaps deliberately calculated to place us in a false position before this House and the country. Perhaps we shall relieve ourselves from any responsibility by declaring once for all that we regard the whole form of this Address, and many of the expressions it contains, and many declarations set forth in it as highly objectionable and contrary to our views of what is right, and contrary to our opinions of what are the facts and what the circumstances of the country are.

MR. MACDONNELL: I cannot allow a clause to pass unnoticed, and particularly that part of it which asks us to congratulate ourselves upon the fact that a part of the North-West has been built up by persons removing from the older Provinces. I cannot understand how the hon. the Minister of Railways and Canals can support such a clause as that. I cannot understand how the hon. mover of the answer to the Speech from the Throne can bring himself to support that clause. Is it possible that representatives of the Province of Nova Scotia, from which thousands of persons have departed for the United States and Manitoba and the North-West, can congratulate themselves upon the fact, when that Province is in such a state of want of prosperity, that there is such distress there, that the farmers have had to leave the country and seek a home else-

MR. ANGLIN.

where in order to gain a livelihood. It is a fact that many of our miners have left the Province of Nova Scotia. Is it to better their circumstances? I suppose it is—their circumstances require bettering. I see in that, however, no cause for congratulation and I cannot allow this clause to pass without entering my protest.

Motion agreed to.

Motion made and question proposed :

"5. That we learn with great satisfaction that every effort has been made to hasten the construction of the Canadian Pacific Railway from Lake Superior to Red River, and that no doubt is entertained that the Railway will be opened for traffic between those important points within the time specified in the contracts; that under the authority given by Parliament last session, nearly one hundred miles from the Red River to the western boundary of Manitoba has been placed under contract, and tenders are about being asked for for the construction of another hundred miles from the boundary westward; and that the completion of these two sections will, at an early day, afford railway facilities through two hundred miles of the most fertile land in the North-West. That we thank His Excellency for informing us, that after an exploratory survey of the line from Port Simpson to the Pine River Pass, and through the Peace River country, it has been decided to adopt the location of the line to Burrard Inlet; that contracts have been awarded for one hundred and twenty-seven miles of the railway between Emory's Bar, on the Fraser River, and Savona's Ferry; that this work will be vigorously proceeded with so soon as the spring opens; and that its construction will complete the most difficult portion of the Canadian Pacific Railway, and secure the connection by steam of the fertile district of Kamloops with the capital of British Columbia."

MR. BARNARD: I would not undertake to say anything on this question at present, were I not given to understand that the speech of the hon. member for Victoria (Mr. DeCosmos) was calculated to mislead the House and create the impression that the people of British Columbia were not satisfied with the selection of the railway route made—the 130 miles section referred to in the Speech. I was in that hon. gentleman's constituency when the news arrived that the Government had adopted the Burrard Inlet route, and have no hesitation in saying that it was gladly received by almost every individual. I can fairly challenge that hon. gentleman to find a baker's dozen of his supporters to say the route chosen is not the proper one. With regard to his complaint of the delay last year, I would simply say