

there will be, besides, the subsidiary line running from Winnipeg to Prince Arthur's Landing, and thence by steamers put on for the purpose, to eastern Canada;—two lines to carry off the agricultural wealth of the North-West. If these two lines are found to be insufficient, I have no doubt other lines will be established, and the Hudson Bay route, if it be the route, will have its turn. That is all I have to say with respect to the remark made by the hon. gentleman as to the Hudson Bay Railway. Now, Sir, I do not know why it is that the hon. gentleman is always against the interests of the Canadian Pacific Railway. I do not understand why, from the beginning of the proposition until now, he has been its steady opponent. He was opposed to building the line to the north of Lake Superior at all. At all events, he was strongly in favor of postponing it for years and years—it was to be built in the distant future, in the days of our grandchildren; whereas, Mr. Speaker, if you now ask the men most interested in the building of that road—if you ask a man like Mr. Van Horne, the chief manager of the company, a man who has had as large a railway experience, both in the United States and Canada, as any man on this continent, he will tell you that of all the portions of the Canadian Pacific Railway, from one end to the other, there is no portion so important in the view of the company as the line that runs to the north of Lake Superior—no portion so absolutely necessary to make this line what we wish to make it, a great arterial line, carrying the produce of Canada from one end to the other, from sea to sea; no portion more important than that part of the line which the hon. gentleman opposed with all his might and main, and with all his eloquence. And, Sir, as he failed in that, he has never forgotten his opposition. His opposition is consistent, steady. His *amour-propre* seems to be interested in fighting this railway. He cannot allow himself not to be infallible; he cannot allow himself to have ever made a mistake; he cannot allow himself to have been mistaken in the two great positions he used to take—first, that there should be no railway, in our time, north of Lake Superior, and second, that there should be no line through British Columbia to the Pacific Ocean. He cannot forget that he took these two positions; and, as they are both carried against him, as both of these portions of the railway are going to be built and are going to be the most profitable portions—

Mr. BLAKE. Hear, hear.

Sir JOHN A. MACDONALD. The hon. gentleman says hear, hear. He says the road has been built too rapidly. He did not want the road built rapidly. He wanted it to go on slowly, easily, with the old, honest jog-trot of a hundred years ago. He says it is going to cost a great lot of money. So it is. He says that immigrants are going to be scattered. They are going to settle in little quiet communities. They are going to be scattered over half that immense continent. They will be sitting around their fires, enjoying their domestic happiness, within easy range of the municipal institutions of Winnipeg, and listening to the church-going bell that rings along the Red River. Sir, supposing the hon. gentleman's plan had been carried out—and if the second syndicate had got the contract, it would have been carried out—what would have been the price of coal in Winnipeg at this moment? Why, Sir, by building that railway, by forcing it through to Calgary, by pushing it across the continent, the coal requisite for comfort, almost for life, which formerly cost \$23 a ton in Winnipeg, is now sold at \$7. The wealth of that western country is now shown to be so great that it has been the most favoured portion for the immigration of the past year, and will be still more the favoured country for settlement and enterprise in the year 1884. It is a country for cattle, for horses, for sheep; a country for gold, for silver, and more important, it is a country for coal; and that

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country would not have been opened, not a ton of coal, not a nugget of gold would have been taken out, not a horse or cow or flock of sheep would have been herded on those plains and those declivities, if it had not been for the rapid progress of that railway—that wonderful combination of wealth and skill and disinterestedness which is called the Canadian Pacific Railway. But the hon. gentleman says that the company have not only built the main line too fast, but have gone into other enterprises which they should not have undertaken. They should have confined themselves to building from Callendar to Calgary. So far as the Government are concerned, and Government aid is concerned, I can tell hon. gentlemen in this House that not a dollar of money, not an acre of land, has been given to the Canadian Pacific Railway except on the certificate of the Chief Engineer that the money has been expended on the main line. Not one farthing has been expended, or one acre of land granted, except for that purpose. I cannot go over all the particulars the hon. gentleman has mentioned, because I do not know them all, when he quoted half a dozen of railways. What the interest of the Canadian Pacific Railway may be in those, I am not able to specify. The time will come when this subject will be before the House and then full particulars will be entered into, but I say that the Canadian Pacific Railway would have been a failure, would have failed in its great purpose of connecting the Atlantic with the Pacific, if the road had stopped at Calgary. Of what use would have been the road unless it extended from Calgary to Ottawa and from Ottawa to Montreal. Of what value would it have been to the people of the North-West, if they did not know that their produce would be carried across this line without breaking bulk, without intermission, without delay, at the cheapest possible rate, and in the shortest possible period, from the place of growth to the ships that are to take it to England from Montreal or Quebec. The hon. gentleman has been unable to grasp the magnitude of this question. He has been unable, even with his mighty mind, to seize the importance of building this railway in one straight line from the Pacific Ocean to Montreal and Quebec. The hon. gentleman has cavilled at every step that has been taken by the Government in building this great road. He objected to building it north of Lake Superior; he objected to extending it from Calgary to the Pacific Ocean; he now sneers at this company for their enterprise, for the grand idea they are carrying out, in a grand way, in order to make this country a grand country, instead of giving them his sympathy; instead of forgetting party; instead of forgetting his old and mistaken policy; instead of remembering that he was a Canadian first, before a Leader of the Opposition, and granting his support, and his voice, and his great and deserved influence, in making this great Canadian line a success—the greatest line belonging to any one country in the world. If you consider the straightness of the line, the healthfulness of the country it goes through, the fertility of the land it traverses, and the energetic people who are settling on both sides of it, I do not know that on either continent there is any railway with the present magnificent position or with a future equal to that of the Canadian Pacific Railway. The hon. gentleman then backed back as to the bad harvest and the over-trading. We did not, in the Speech, desire to say—it would be untrue if we did—that this country was not prosperous. This country in the present year is prosperous. If you look at the amount of money deposited in the savings banks in 1883, you will find it is greater than in any previous year. If you will consult the wholesale merchants in the great centres of commerce, Montreal, Toronto, St. John, or Halifax, you will find, by their unanimous voice, that payments have been promptly made by the country merchant who supplies the agriculturist, and that they have been made with greater regularity than in previous years.