

land of promise, that this was the land of milk and honey, and advise their old neighbors to come out; instead of recognising that on the question of surveys, instead of recognising that on the question of land rates, instead of recognising that on the question of railway communication, instead of recognising that on the question of opening lands for settlement, instead of recognising that on the question of tariffs, instead of recognising that on twenty other administrative and legislative points, the contentment and facilities for the settler were the prime considerations. Hon. gentlemen opposite were so maddened by this notion of expansion that befell them in the years 1881, 1882 and 1883, that they went to work to survey sixty or seventy millions of acres of land, and had not a surveyor ready to survey the old settlements of the country, where the settlers were pining for surveys. The pioneers of the country were left without survey because the surveyors were surveying township after township where there is not a man to-day, and those who were there became discontented, and the worst results have come from that policy. And so you find in regard to the land companies, the bubble and expansion policy as to land companies; you find the Canadian Pacific Railway Company and the Government together going into this policy, you find the Canadian Pacific Railway Company sustaining and supporting the North-West Land Company, which has done us more damage on the English market than any other company of late date, whose stock is now standing on the English market at 38, whose stock was largely bought by people in England on representations which have been very far from being realised; you find influential men, political men, men supporting and sitting behind hon. gentlemen opposite, creating colonisation companies, creating land companies, getting timber limits, getting ranches, getting coal lands, creating local railway companies in order to get large land grants, you find everything tending in the direction of expansion in the North-West, of undue and unhealthy speculation, of a boom, and you find a feeling pervading the eastern parts of the country, so far as hon. gentlemen on the other side of the House are concerned, that the North-West was a sort of reserve for the hon. gentleman's parasites and hacks, a great domain that they could cut up and utilise to promote their private fortunes. These vast promises of material gains and immediate gains which hon. gentlemen have made have resulted in scattered settlements, in enormous expenditure, in great engagements, in widespread dissatisfaction, in an enormously exaggerated expense of construction of the Canadian Pacific Railway, in necessarily increased rates of freight for that railway, in the embarrassment of the railway company, in the distress of Canada at large, and in the ruin of a great many of her citizens who were seduced to enter into these transactions by the course that hon. gentlemen proposed. With the great aids that we gave to the Canadian Pacific Railway, with the enormous advantages which we gave it, had prudence marked the course of hon. gentlemen opposite and the course of the company its capital account ought to have been insignificant to-day, it ought to have been able to transact business at the lowest rates by far of any company at all similarly circumstanced geographically and climatically, and it ought to have transacted it more profitably, because, its capital account being so small, a very small margin of profit for handling would have realised a very large dividend. But, at present, you have an enormously inflated capital account, you have a road built so fast that even the centre is not developed so as to be able to sustain itself, so fast that the ends must depend wholly on the weak centre—for it is weak to-day—for their sustenance, and thus the great prospects which, had prudence reigned in the management of this business, would have been assured to the company, have been marred, those bright skies have been obscured, and we are face to face with a condition of things very different indeed from what we might once

have hoped. I showed awhile ago that the company did not now, under these resolutions which are before you, promise to accomplish those other objects which they had declared they would accomplish if the proposals of Mr. Stephen, which are on the Table, had been accepted by the Government. What are these other objects? The hon. the Secretary of State called out: "All aboard for the west." I doubt extremely that he is a very good conductor. From what point does the hon. gentleman call out: "All aboard for the west?" Is it from Quebec that he calls out: "All aboard for the west?" This good conductor sold the North Shore Railway to a private company and his sale has blocked the effective cry of "all aboard for the west" ever since. It blocks it to-day, and at what cost to this country we are to remove the obstacle in the way of the railway train, on which the hon. gentleman, duly decorated is to call out "all aboard for the west," we do not yet know. It is true we have some indications on the Table, we had indications last Session. They were indications only, though they were said to be finalities. We have more indications to-day, and perhaps to-morrow we shall have still further indications. The hon. gentleman, the Acting Minister of Railways, called out in effect—though he did not venture the oratorical flights in which the Secretary of State indulged—still in substance he did call out: "All aboard for the east." He is most anxious that the Canadian Pacific Railway should reach Quebec. He, too, duly decorated, would go a considerable distance to get to Quebec. I dare say he proposes to take the first train and call out to the passengers "All aboard for the east." To what east he did not say. He says: "I am most anxious, I do assure you"—and he looked around in a certain quarter which we used to call the north-west corner—"I am most anxious," I do assure you, to give the Canadian Pacific Railway Company facilities for getting to Quebec. All in my power I will do," and he spoke with a tone of such frantic earnestness that I almost believed him for half a moment, until he went on to say, after expressing his strong feelings on that subject, "and I think it ought to go to New England." And there the New Englander broke out; there the shrewd, calculating New Englander broke out. By what line? I suppose by the straight and narrow way. But I cannot call it straight, for I am afraid it is very crooked. It is a crooked way, like a great many of the ways of the hon. gentlemen opposite. They are to go by the crooked International line, and all the hon. gentleman promises is that the road shall reach both points. There shall be a pair of rails to the Atlantic coast in the New England States, and a pair of rails to Quebec. But he knows very well that it is not a pair of rails to Quebec that the people of Quebec want. It is the traffic of the Canadian Pacific Railway. And he says to them: "Gentlemen of Quebec, I will take care that you get a pair of rails to Quebec; but, gentlemen of the International Railway Company, I will take care that the traffic of the Canadian Pacific Railway Company shall go over the Megantic line." That was not all. The hon. gentleman felt that the proposals on the Table had supplied him with sufficient argument to dispense with some oratory, except as to Quebec. But there were some other ocean termini which he seems to have forgotten, which were not mentioned in his proposals. Do we not remember how the names of the old termini used to be rolled out by the Minister of Railways? Do we not remember now he used to call out: St. John, St. Andrews, Halifax, Louisburg, Sydney, Shippegan?—and I know not how many more. But now I hear nothing about Sydney from the Minister. But he says, turning towards my hon. friend from Inverness (Mr. Cameron)—he says: "I assure the hon. gentleman that it is the dearest thing to my heart to secure at no distant date a connection with—which is it?"—he was obliged to be prompted as to the name, and he got the name "Louisburg"—"with Louisburg."

"W  
som  
ton  
Bro  
Thu  
tion  
me  
also  
publ  
offic  
eng  
with  
Ann  
heav  
Ann  
defo  
in d  
Pro  
Cap  
Bro  
and  
so th  
my  
to n  
obli  
wh  
com  
alto  
kne  
for  
unex  
pros  
do n  
for  
stan  
assu  
take  
alwa  
been  
I h  
subs  
that  
was  
and  
way  
that  
Sir  
the  
that  
wou  
mys  
som  
wor  
y; a  
now  
can  
that  
mak  
and  
by t  
don  
six  
last  
prio  
shon  
Ath  
pro  
full  
afte  
the  
inv