

the one which will develop the resources of this country, and the one which the people are willing to assist, as far as possible, to create and maintain. Therefore my hon. friend, when he denounces the Canadian Pacific Railway for not having confined all their means and energy to a dead trunk line without branches, is not advocating what is in the interest of the Lower Provinces, because, as I said before—and I want to impress it upon this House—if we found the Canadian Pacific Railway Company stopping at Callander and allowing other lines to tap it and carry the trade to a foreign country, diverting it from its natural course, the Maritime Provinces would take a different position from that which they occupy to-day. They sustain the Government in their policy of completing the road, because the country is committed to it and we cannot do anything else. We look upon the Canadian Pacific Railway enterprise as a source of great wealth and prosperity to the Dominion. Altogether in lands and money it will have cost the country only \$55,000,000, for which we are receiving full value. Therefore I cannot agree with those who say that the railway should not be extended east of Callander. It is important for the people who raise the grain in the west to know that we have an independent line by which they can ship their products to the sea-board and what it will cost them for freight. I cannot sit here in silence listening to hon. gentlemen decrying this great Railway enterprise, retarding its progress and prosperity, and lessening its chances of becoming a great highway in the hands of one company, extending from the Atlantic to the Pacific.

HON. MR. CARVELL—While endorsing the remarks of my hon. friend from Lunenburg in reference to the construction of the Canadian Pacific Railway from ocean to ocean, I must say I was struck with the fact that though he, with many other Nova Scotians, very properly wished some time ago that Halifax should be the winter terminus of the line, he is now willing that the road should be extended as far as Louisburg. If that is desirable in the east, why not in all fairness allow the Canadian Pacific Railway to go to English Bay—a little further west as well as a little further east?

HON. MR. KAULBACH—I have no objection to the Canadian Pacific Railway going to English Bay, but I say, so far as we are concerned, the terminus is fixed at Port Moody, and we cannot properly expend money in erecting buildings anywhere else. The Government are bound to construct buildings at the point fixed by Act of Parliament and by Orders-in-Council and, as the contract requires, at Port Moody.

HON. MR. TRUDEL—I think it is the duty of this, or any Government, to come to the aid of any public undertaking when it is necessary, and I do not think the fact that the Canadian Pacific Railway Company comes to us for assistance is in any way an evidence that the security which it offers is not sufficient to guarantee perfectly the present arrangement. The argument which was used by my hon. friend on the other side might be directed against any wealthy corporation, and even the wealthiest countries. It might even be used against the Empire of England. It might be asked, at sometime in the history of the empire how is it that the Government of England cannot pay its debts without borrowing money? The same thing might happen capitalists and the most powerful banks. It often happens that the strongest financial institutions are obliged to come to the Government for temporary aid. I repeat it is in the public interest that under such circumstances as these the Government should aid these national institutions as far as possible. Now as to the present position of the Canadian Pacific Railway, I do not consider the fact of the shares not having been sold at a reasonable price, or loans not having been contracted in the European markets is any evidence that they had not sufficient security to offer the Government for the assistance which they are asking. It is well known that this is a new country, and our national enterprise is of such a character, and is being built so speedily that we had not sufficient time to have it fully appreciated by the great capitalists of the world. It is quite natural that capitalists should say, if the Pacific Railway Company have sufficient to show and sufficient to guarantee what they are asking in the money markets, why do they not go to their own Government, and