

cheered him lustily. In 1884 we had the Minister of Railways coming to Parliament and practically admitting that the calculations made in 1880 were not reliable. We had him coming to Parliament and practically admitting that the Canadian Pacific Railway was then in financial difficulties; that they were practically on the eve of bankruptcy, and that the work would stop unless the public purse came to their relief. Hon. gentlemen opposite received the same assurances and they ratified the resolutions of 1884, amid uproarious cheers; and now, in 1885, just twelve short months after we had the solemn assurances of the hon. First Minister, of the Minister of Railways, of the hon. member for Cardwell (Mr. White) and of the hon. member for Richmond and Wolfe (Mr. Ives), that the loan of 1884 was more than ample to complete the railway from end to end and thoroughly equip it, this same Canadian Pacific Railway Company come knocking at the doors of this Parliament and boldly demands, as a matter of right, that they shall get \$5,000,000 additional, and that the security we obtained for the repayment of the loan of 1884 shall be materially changed; and I have no doubt, from what I see to-night and from what I heard this afternoon, that these resolutions will be affirmed amid the cheers of hon. gentlemen on the other side of the House. We further pointed out, in 1880, that in money grants, in completed and to be completed works, in land at the Government valuation, and in franchises exemptions and monopolies, this company got \$161,800,000, although this road was only estimated to cost the contractors \$84,000,000; and, therefore, the country was asked to pay for the construction of the Canadian Pacific Railway a sum enormously in excess of the real cost. Sir, those objections were of the first possible importance; they impressed themselves on hon. gentlemen opposite; they required to be met and answered, and they were met and answered by hon. gentlemen opposite; but how? In order to strengthen the wavering faith of the supporters of hon. gentlemen on the Treasury benches, in order to give them courage to vote for the resolutions then submitted to Parliament, assurances had to be given. The assurance of the Minister of Railways was given. "But they had not faith in that. His reputation as a stretcher of facts, especially in connection with the Canadian Pacific Railway, was too well known. Other solemn assurances had to be given. They were given; the hon. the Minister of Public Works, who is known, if not in reality, at all events in appearance, to be the honestest man on the Treasury benches, took the stand and stated:

"We want a good and great railway, and also to put it on a proper footing, so as to prevent its owners coming back to us and saying, 'you starve us to death, and we want more money.'"

"Mr. CASGRAIN. We have the guarantee.

"Sir HECTOR LANGEVIN. We have the guarantee, no doubt; but perhaps the hon. gentleman would prefer to have them come to ask for better terms. I am not of that opinion, nor is the Government."

Again, he says:

"I have shown, moreover, that not only will the railway be built by the syndicate, but worked for all time to come, and that we have sufficient guarantees in our hands to insure both these objects."

Now, it is perfectly clear that when hon. gentlemen on the Treasury benches gave those assurances they misled and deceived their followers; because it turned out, in 1884, that there was no such security. It turns out to-night that the hon. gentlemen on the Treasury benches are entirely at the mercy of the Canadian Pacific Railway, and are bound, whether the country's interest requires it or not, that the Canadian Pacific Railway shall get exactly what they require. Sir, the Opposition were thoroughly impressed, in 1880, with the recklessness of hon. gentlemen opposite. We knew perfectly well that they would stick at nothing to gain a point; we knew that they would not hesitate to violate an Act of Parliament and the solemn declaration of Parliament, Mr. CAMERON (Huron).

that the burdens of the people of this country should not be increased by the construction of this railway; we knew that they proposed to create and when created to utilize this great corporation, and so we protested that no contract should be made and no obligation entered into by the Government or Parliament of Canada, that would be a violation of the terms on which British Columbia became part of this country, namely, that the national debt and the rate of taxation should not be increased. How were we answered? We were answered as follows, by the Minister of Railways:

"We would relieve Canada of all additional responsibility in the further construction of the railway. And just when we are lifting from our shoulders to the shoulders of a private company all responsibility, I ask this House, in candor, to tell me whether they do not think that, as far as we could, we ought to post those gentlemen in as favorable a position for the construction of the road as we occupied ourselves."

Did the hon. gentleman succeed? No, Sir; what was the result of the course he took? The result was an application within three years for an additional grant of \$30,000,000, and an application this year for \$5,000,000 more. We pointed out, further, that the mountain sections of this railway should not be constructed until the prairie sections were completed; we knew that to do so would press heavily on the people of this country and would not be in the interest of the country; but we protested in vain. What are the consequences to-day? There is no intelligent man in Manitoba or the North-West Territories but will admit that it was a huge mistake to construct the mountain sections before the prairie sections and branch lines, extending both north and south of the line, were constructed, thus securing the filling up of the prairies of the North-West with an active and thriving people. I say it was a huge mistake, to encourage such settlements along the line of railway surrounded by a fierce, untamed and uncivilised barbarians. In 1880 we protested against giving this company the monopoly of constructing all railways south of the Canadian Pacific Railway. We were told by the First Minister that our fears on that subject were groundless—that we could not check Manitoba. What has been the result? The result of that monopoly has been to create dissatisfaction and discontent from one end of Manitoba and the North-West Territories to the other. The existence of that monopoly is one of the grievances that have been presented to the Government by the people of Manitoba and the North-West Territories. The result has also been to check the tide of immigration that would otherwise have flowed into that country, to stunt the growth and to check the prosperity of the country. It is utterly useless for us to spend hundreds of thousands of dollars to encourage immigrants to leave their homes in the old country, to settle in the North-West, when we cannot give them railway facilities after they reach there. The Premier of Manitoba, discussing the policy of hon. gentlemen opposite declared:

"At present we are on the verge of a crisis from which we must emerge in a better or a worse condition. Not, however, until the masses were made aware of their condition, would they stand up and maintain their rights? The time has come when Manitoba must be placed on a level with the other Provinces of the Dominion. Not one new arrival had been in the Province three months before he, who before was loud in its denunciations, was equally loud in demanding its right. The eyes of the farmers had been opened and they were alarmed at the prospect. These matters should strictly engross the attention, not only of the Provincial but of the Dominion Parliament."

Such are some of the circumstances under which the contract of 1880 was ratified. Some of the protests made. Some of the answers given and some of the consequences that followed. I have drawn the attention of the House to the circumstances under which the contract of 1880 was ratified; I have shown that the assent of Parliament was obtained by promises, pledges and assurances from hon. gentlemen opposite, every one of which has proved to be baseless. I have shown that the grants, the privileges, the monopolies