

ters pledged themselves most absolutely to the finality of the obligations under the Canadian Pacific Railway contract, and arrangements which they proposed to us; **SECONDLY**, that they promised us as the result of the active Canadian Pacific Railway policy which they proposed in the spring of 1880, and enlarged in the winter of 1880-81, enormous advantages from the rapid construction of the road through the great development by immigration to the North-West, and the introduction in great numbers from the Old World of new taxpayers into our North-West dominions; **NEXT** that they declared that the Canadian Pacific Railway policy which they proposed to us would result in the very rapid sale of the Crown lands; so that every cent of our expenditure in connection with the Canadian Pacific Railway, with the interest, would be paid to us out of the sales of those lands, and no burden would be imposed on the country at all; **NEXT**, that they declared that the railway company would itself build branches all over the North-West with a view to utilizing its land grant, and that as a result of the subsidy in land and money, which we gave in the year 1881, we would secure not merely the construction of the main line, but also the construction, free of cost to us, whether in land or in money, of the branches and feeders which were admitted then, as they are admitted now, to be absolutely essential to the development of the North-West; **NEXT**, that they declared that the railway company was going to do the immigration work which otherwise we would have to do, and so that a large saving of expense would be obtained by the Government; and **FURTHER**, that the monopoly which they proposed would not affect—could not affect—Manitoba, and would not injuriously affect the other Territories; and **LASTLY**, that they would secure—and they professed they had secured—arrangements for fair play and free competition between the different eastern portions of the Dominion, notably the Province of Ontario and the Province of Quebec, by the conditions which they imposed

the Canadian Pacific Railway as to the rates of freight to the neutral point, Calander, as between the roads, constructed or projected in the Province of Ontario and the Province of Quebec. Now, Sir,

On all these points the forecasts and pledges of hon. gentlemen have, been falsified

by events. **FIRST** of all, as to the **FINALITY OF THE BARGAIN**. You recollect that the subventions which we were asked to give in the year 1881, were then denominated by the Ministry as large, ample liberal, and the hon. gentleman who now leads the House specially declared that they were so of set purpose, in order to avoid what might otherwise happen—the company coming to us again Session after Session for further aids. They said they want at once to make this final, to get the business ended by giving large and liberal subventions at first so that there may be no further demands upon Parliament. What they said I wanted, was, that the subventions should be so pared down that the Government would come to say, we did not give them enough, and we must give them more. In 1884, having made in 1881 these final arrangements, the element of finality having been so specially dwelt upon by the then Minister of Railways (Sir Charles Tupper) by the First Minister, by the Minister of Public Works, as the great joy of the occasion, as the thing upon which we should congratulate ourselves in 1881, in 1884, they came to us and asked us to lend \$30,000,000 to make the final agreement finally final.

We were told then that it was a profitable 5 per cent. investment. If I recollect aright, the present Minister of the Interior pointed out that there was really a gain to be made, that it was a prudent investment; we were borrowing money at 4 per cent. and were going to lend it to the railway company at 5 per cent.; * * And so we were to lend the money necessary—a good investment, sure to be returned with 5 per cent.—to put the road in a first-class position; and the arrangement was to be finally final.

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