

Thus the proposal of the Grand Trunk Company which the hon gentlemen opposite described as being a proposal to build for the ordinary railway subsidies, was a proposal which demanded from us in lands and money, placing a very moderate value on the lands, a total amount of \$53,328,000. For a transcontinental railway? No, for a railway which would begin 1,000 miles from the sound of the Atlantic waves, which would begin at North Bay and go to the Pacific ocean. We were to pay \$53,328,000 for a part of the transcontinental railway, while we present to the House to-day a scheme which gives us a whole transcontinental railway at a cost of about \$13,000,000. There is no question in the proposal of advances or loans or guarantees; there was nothing coming back on the other side of the account, no rental to be paid to us in the future, no interest to be paid to us on the prairie section or the mountain section or any other section. It was to be a clean, straight, free gift of \$53,000,000 in money and property for a piece of a transcontinental railway, instead of \$13,000,000 or \$14,000,000 for a magnificent scheme for a railway from ocean to ocean on British territory.

TRULY A NATIONAL POLICY.

Never before was such a truly national policy presented to this parliament as that which we have presented in this transcontinental railway scheme. From ocean to ocean it has commanded the admiration and confidence of the people. British Columbia is practically unanimous in support of it; as a Conservative editor in that province has said, the people of British Columbia should be a unit for this scheme and the men in public life who oppose it will as they should go down to defeat. Come down to the Northwest Territories and Manitoba and the people hail this scheme as a new line of competition, a new outlet for the people of that region who want to send their products to market. Come down to the province of Ontario. Opposition members from Ontario say there is nothing for their province in this scheme. Read the testimony of the president of the Board of Trade of Toronto, Mr. Ellis, who says that this is not only a great scheme for Canada, but a great scheme for Ontario, and a great scheme for its capital city of Toronto. Come down to the province of Quebec and where is the man in that province who dares to hold up his head against this scheme? A handful of men who by some accident have struggled into parliament from the province of Quebec are found to-day apologizing for their opposition and moving amendments, declaring where this road ought to go. The province of Quebec is a unit in favor of this scheme and in the provinces down by the sea, in the public press, in the independent press, in the boards of trade, in the public bodies that represent public opinion irrespective of party, there is abundant evidence that shows public sentiment is in favor of this scheme. It is indeed truly a national policy and one which demands and will receive the confidence and approval of the people. Sir, the people are not going to worry themselves over small and petty criticisms. They are not to be disturbed by the ill-natured suggestions such as that which my hon. friend the leader of the opposition had the bad taste to indulge in to-day, when he hinted at corrupt transactions in connection with this great scheme. It ill becomes my hon. friend, to whom has descended the title to the leadership of the Conservative party, to send such jibes across the floor of this House. Does he forget the record of the Conservative party on the Canadian Pacific Railway? My hon. friend may not have been with them in those days, but if he occasionally identifies himself with their past policy and desires to share in their virtues he must be content to be reminded of some of their sins.

A DARK PAGE IN HISTORY RECALLED.

I will remind him as a suggestion that he should not have sent such a taunt across the floor of this House that the darkest page in the history of this country, a page which made every Canadian ashamed as he went, abroad, was the page which told the story of the political corruption of the Conservative party in the first stages of the Canadian Pacific Railway. There is no 'send along another ten thousand' telegram in this transaction, and the hon. gentlemen opposite have extraordinary audacity when they presume to make any suggestion of that kind in the light of the history to which I have made this faint reference. My hon. friends opposite need not expect that they are going to disturb the public by their amendments or by any number of amendments. We heard one hon. gentleman state last night that they had moved twenty-one; I do not know whether that number is correct or not, I believe that the Liberal party moved nearly that number away back in 1881, and if the old veterans will not be offended, let me say that the greater part of these amendments are not held in the most precious memory of respect to-day. They have been forgotten. Perhaps the public were unjust, but the public have been cruel enough to forget these amendments and to-day there are not many men who could tell us what they were all about. Twenty years hence the 21 amendments of hon. gentlemen opposite will be forgotten, and if brought to memory, they will only be regarded with curiosity as a part of the history of the period. I believe—I hope that this is no irreverence—that if we were to bring down the Ten Commandments and the Lord's Prayer, and place them before parliament, my hon. friend the leader of the opposition and my hon. friend from Hamilton (Mr. Barker), could devise amendments to both of them. I admit that their power of devising amendments is great and that no scheme which we could bring forward would not be susceptible to treatment of that character. But the people of Canada will not bother about amendments of a petty character. Where the amendments are grave and serious they will treat them gravely and seriously. But they will not be misled by such petty criticism as has been given to this great measure. They will see and fully appreciate the nobility of the scheme. They will realize that the measure is one which has much to do with the making of this country, with the building up of a new nation on this northern half of the American continent, and when the time comes, and I cannot doubt that before long it will come for a formal expression of their judgment, they will say that my right hon. friend who leads the government of this country and who has done so much in a short time for the upbuilding of this Dominion, has through the enactment of this legislation given the crowning proof of his courage, his patriotism and his sagacity.