

dare not furnish them; and we are kept in the dark as to that. * * *

THEN IT WAS SAID THAT WE WERE GOING TO SAVE A GREAT DEAL OF MONEY BY THE CANADIAN PACIFIC RAILWAY COMPANY UNDERTAKING A PORTION OF THE BURDEN WHICH WOULD OTHERWISE HAVE FALLEN UPON US WITH REFERENCE TO IMMIGRATION EXPENDITURE. * *Instead of a reduction, there has been an enormous increase in the expenditure for immigration; the economy promised as a result of the arrangement with the Canadian Pacific Railway Company has not been produced. The official statistics deceive us no longer. We do not appear to have done much more than, if we have done as much, to maintain our natural increase with all this immense expenditure. We have brought in many persons unsuited to the country, and many more to compete with mechanics who were already hard pressed.*

As to the Monopoly,

you know that the pledges as to Manitoba have been absolutely violated by the exercise of the power of disallowance, that great discontent has been engendered there and elsewhere, and that relief has been sought at great expense by that Province by THE PROPOSED CONSTRUCTION OF HUDSON BAY RAILWAY. The success of the undertaking is said to be doubtful; but its success, though desired as a relief from monopoly, would damage eastern connections, and turn another way the course of trade, so that many of the predictions on gentlemen have made as to the results that would flow to Canada from the construction of the Pacific Railway would not follow. Then, you find another evidence of the anxiety to obtain relief from monopoly in the revival of the RED RIVER BOATS. They have been revived during the last year in order to provide another outlet to the south. Then, you find the FEELING OF GRIEVANCE OF BEING LOCKED IN all along the line. Then, there is the other grievance, which I have pointed out before, as to fair proportionate mileage rates to places in Ontario, as compared with those

to places in Quebec. We do not find that that has been accomplished. A resolution was passed by the Canadian Pacific Railway Company in fulfilment of the pledges given to Parliament. That resolution seemed to be based on what were fair grounds, that each locality would get under it a just charge, but we do not find that any security had been taken or any arrangement made from which these results are to flow. If I am rightly informed, it has been hinted that the policy of the Canadian Pacific Railway Company as to its through traffic with the North-West is to make one rate for all points for Ontario and Montreal, so that whether it is further or nearer Callander, the same price is to be paid. I say the charge ought to have regard for the neutral point to which freight is carried. * *

GENERAL REVIEW.

* * The policy of boom, the policy of expenditure, the policy of unprecedented rapid construction, has not produced those tangible results that were promised to us. It has been accompanied by a great increase of cost to this country without the return it was pledged to us would take place from the sales of lands, without the prospect of that return, and without those other advantages it was said would flow from it.

We have paid for the Canadian Pacific Railway, including surveys and the Canada Central subsidy, about \$60,000,000; the company has realized from our lands, sites and bonuses about \$11,000,000; we are about to give them for land merely, over \$10,000,000; thus their receipts from public resources foot up to about \$81,000,000, apart from 14,750,000 acres of land which are to remain with the company, and \$12,000,000 or \$14,000,000 engaged in extension schemes.

Besides these, the company has borrowed from the public, on debentures, \$35,000,000, making a total in cash and works of \$116,000,000 which the company has received without touching a