

dollars an acre. Many members of the opposition estimated them as high as five dollars an acre. Mr. Charlton, a liberal member who takes great interest in this subject, and who is generally considered by his party an authority upon the subject, made a most interesting speech in which he reviewed the relations of the American railway companies' overland grants and he came to the conclusion that these lands in the Northwest were worth five dollars an acre. If at that time, when that portion of the country was practically a barren waste, almost shut out from any settlement at all,—if at that time the lands were worth \$5.00 an acre, surely after the railway was built and the country developed by the construction of a line affording easy communication, the lands are worth \$1.50 an acre. (Cheers.) Then, when this contract was let, one of the charges made was that we were locking up an enormous area of that Northwest,—that we were placing no less than 25,000,000 acres of land under the iron heel of a great monopoly, and men's minds were asked to revert to the tenant system existing in Ireland, and it was alleged that the condition of the settlers in the Northwest would be infinitely worse, because we were giving these lands to be thus disposed of. I remember a great speech delivered by Mr. Blake (slight cheers) in Montreal when he placed a large map before him, which had a great blot on it, as indicating what was to be placed in the hands of this corporation, and I remember the speech in reply to this when Sir Charles Tupper (loud and prolonged cheering) pointing to this blot on the map, said: "Large it is I admit, but double the size of it and then you have the land subsidy that Mr. Mackenzie was going to give." (Cheers.) Well if it was an injury to the North-West to place 25,000,000 acres of land under this corporation, surely we are entitled to some credit that we have reduced the area by one fourth, and taken back the difference at a price about one half below what it was estimated to be worth when these gentlemen were objecting to the contract in 1882. Now what has been the result of our dealing with this corporation? And what has been the result to the country? We entered in 1871 into a compact with British Columbia that we would build a railway from the Pacific coast, connecting with the system of railways in Canada, in ten years. That was part of the compact. It was precisely the same as that entered into at the time of confederation that we should build the Intercolonial in order to connect these eastern province with the west. As we were attacked at that time in the west, when undertaking the construction of the Intercolonial down here, so we are attacked in connection with the railway in the Northwest, constructed for a similar purpose, that purpose being the uniting by an iron band as well as by the sentiment of a common political ambition, and a common commercial interest, the whole of this great country. Now that was the bargain which we made at that time. It was stated to be a bargain that no one could carry out. It was denounced as the mad scheme of a mad government. One gentleman declared

that the British empire with all its resources could not succeed in constructing that railway within the time which we specified. But what has happened? Down to 1878, although the Mackenzie government recognized the obligation of building the road by the passage of an act for its construction and although they expended some \$12,000,000 with construction and some three millions and a half in connection with surveys, yet in 1878 there was not a single mile of that railway open for traffic or over which a carriage had ever passed. Then, in 1880, we were able to enter into this contract. What has occurred since then? On the 5th Nov., 1885, with the last spike driven and the road complete, although we have lost nearly six years of the time, the road is completed within four years of the time agreed upon in the original contract, and the honor of the country vindicated as well as its material prosperity advanced. What more has happened? We have this road,—not a flimsy, inferior road, but by the testimony of experienced men from the United States and England, one of the best, if not the very best, road upon this North American continent,—a road which has already become so important a factor between the West and East that I find railway journals, such as the "Railway Age" for instance, calling upon Americans to endeavor to prevent the aggressive policy of the Canadians as detrimental to American interest. (Applause.) What more have we? We hoped that by the construction of this road we would get the Asiatic trade, and I can remember, when Sir Chas. Tupper, in one of his speeches in Parliament upon this subject, referred to the possibility of that trade being developed, his opponents laughed at him,—their finest sneers were employed at his suggestion of the possibility of such a trade. What have we to-day? Within a few months three millions of pounds of tea from China and Japan have passed over the Canadian Pacific railway into the markets on this side, and we have this trade at a period far in advance of the time when some of us have hoped for it. What more have we? We have placed England in a position of independence of foreign countries in relation to her means of transport between the great centres of civilization, and we place ourselves to-day in a position in which we have new relations with the mother country,—not simply bound by a tie of devotion on one side, and duty on the other—not by the sentimental tie of loyalty, but bound to her by ties of material interest, becoming a great factor in the greatness of our great mother country in her position in the world. (Cheers.) And what more have we accomplished? We have secured the construction through Ontario and Quebec of competing lines with the Grand Trunk giving to everyone the benefit of competitive rates. And we have secured this in that way, for this could not be done but for the existence of a corporation strong enough to undertake the completion of the bridge across the St. Lawrence and the construction of a Short Line connecting Montreal with the port of