

twenty years produce from the North-west to the sea-board 10 per cent cheaper than at present, on condition of the Government guaranteeing bonds to a certain amount for twenty years, and should the railways of the United States lower their rate, the Canadian Pacific Railway shall lower theirs proportionately.

That was the first time that such a proposition was ever made in this Parliament, and when it was made originally on the platform, it was the first time it was ever made in Canada. Well, now, compare that with the Government's policy on the Crow's Nest Pass Railway. I will not read the clause of the Act, it has already been read. But I would refer hon. members to clause 1, subsections "c," "d," "e," and also subsection 1. Reading this, you will see how closely, in some respects, the Government followed that resolution. Where they departed from it, they departed from it for the worst. They departed from it in this—instead of guaranteeing bonds or granting money in some such form, they gave \$11,000 a mile much more than was necessary to give in order to get these concessions. But, generally speaking, the policy laid down in this resolution in 1895 is the policy adopted by this Government in 1897. And, Sir, I am very glad indeed to have such distinguished followers. I am especially glad to have the hon. Minister of Trade and Commerce (Sir Richard Cartwright) endorse the policy laid down in that resolution. That is not the only thing in which they have carried out my views. I congratulate the Minister of Agriculture (Mr. Fisher) particularly in what he has done in that way. The only thing that I might object is that the Minister of Agriculture talks as if it were his own policy. The only thing I object to in the case of the Minister of Railways in this regard is that, having laid down that policy, as he did it last year, he is now, in some respects, departing from it. After I had spoken in support of that resolution my hon. friend the ex-Minister of Railways (Mr. Haggart) replied. He said :

I do not know whether there is a prospect of the Canadian Pacific Railway entertaining such a proposition ;—

And again :

—but I do not see that the Government could, in any way, guarantee bonds of the Canadian Pacific Railway—

And so on. The only Liberal exponent who spoke on the subject—it was moved on a Wednesday and rather late in the session, and the debate closed at six o'clock, and the subject was not again reached—was Mr. Martin, who is now in British Columbia. Mr. Martin threw cold water on the idea ; he laughed at it. He said :

The hon. gentleman comes forward with a proposition so absurd and ridiculous that the Minister of Railways simply rises and tells him that he cannot consider it.

Why, Sir, when I originally proposed to get the second homestead for the farmers of the North-west Territories who were entitled to it and put \$400 apiece in the hands of hundreds of farmers, both Liberals and Conservatives laughed at me. But I kept at from 1887 to 1891, when, after I had divided the House and brought the majority down to fourteen, Sir John Thompson came over to my place and said : We will put your resolutions and Bills on the Government Orders. I throw that out to my hon. friends the soi-disant independent members on the other side to encourage them. Mr. Martin further said :

I understood him to say that to expect other provinces of Canada to devote public funds to the Canadian Pacific Railway in order that the company might reduce its rates in favour of a small portion of the Dominion was a proposition—the Minister did not use the words, but I use them—so absurd and ridiculous that it did not require any consideration.

Well, Sir, as on previous occasions, these words appeared at the time to fall on idle ears, but it turns out from the legislation of last session, that they must have been pured from a golden urn. Then Mr. Martin said :

Well, I cannot help it. This is one of the unfortunate things. We are not a party of repudiation.

This is the Mr. Martin, a burning and shining light, who placed the gentlemen opposite where they are now. He it was who contrived the machine—though hoisted with his own machine—that placed you there.

When a thing is done in this House, and when Canada has pledged her name and credit to a contract, we propose as Canadians to carry out these pledges.

I said :

Then you are opposing what is suggested—

Because I knew very well that if he remained in public life and opposed my proposition, I should be able, if I met him on a platform in the west to pound him to some purpose. This is what he says :

I am not opposing it. It does not require any opposition. I am stating what the Minister of Railways and Canals says in regard to it.

He then begins to hedge. Well, there is the fact. I take a deep interest in this subject, and I want to see it carried out fully and successfully. We have been told something about the benefits that would accrue to these towns. I do not think the member for Vancouver misrepresented the situation when he described two or three persons passing resolutions. But I have had a communication from a Canadian living in Greenwood, where, I think, the great majority of the people are citizens of the United States, stating that—and I ask the attention to this of my hon. friend from Yale (Mr. Bostock)—the majority of the people in Greenwood are