

believe it is one which can be dealt with to infinitely greater advantage by the Legislature of each Province for the Province itself. I believe that the cause of temperance will be advanced in those Provinces, in which public opinion may be riper than it is in other Provinces, by the subject being retained within local jurisdiction; and while we know that the common sense of the people of the country, the common notion of the Legislatures of the various Provinces for the whole period of Confederation, has been the view that they had this particular power, I think it is to be regretted that occasion should be seized by reason of a suggestion that a judgment of the Privy Council contains language from which an inference may be drawn unfavorable to the existence of that power, to arrogate to ourselves exclusive jurisdiction. It is, as I have said, only another instance of the centralizing tendency of this Administration. The hon. gentleman has never concealed his preference for a Legislative over a Federal Union, and he is going as far and as fast as he can—and he is going very fast and very far—to make this, which is assumed to be a Federal, into a Legislative Union. There is another question which has agitated specially two Provinces which are deeply interested, namely, the question of disallowance. All the Provinces are equally interested in the principles which are to decide these questions, because the rules which we lay down for one must govern all. Nor should I pass from this topic without observing that it seems to me that the conclusion which determines that we are to arrogate to ourselves this particular jurisdiction with regard to liquor licenses is a conclusion much wider and much more far-reaching in its results than the particular subject in respect to which it is proposed now to legislate; and it is difficult perhaps to decide, or without full consideration to decide, how far we go in the direction of centralization, and the abrogation of Provincial rights, by the system that the hon. gentleman proposes to take. The Speech tells us in glowing terms, and the orators of the day have reiterated and bettered those terms, of the progress of the Canadian Pacific Railway; and the hon. member for Westmoreland anticipated what he thought might be the line of the argument on that side, informing us that he would be delighted to hear proven that the bargain was a very good one for the Canadian Pacific Railway Company, because as he stated, it was his view, that all bargains should be mutually advantageous.

Sir JOHN A. MACDONALD. Hear, hear.

Mr. BLAKE. No doubt it is a very good principle, and the only principle on which trade and bargains can at all be profitably and permanently conducted; but, then, "mutual advantage" does not mean a bargain all on one side. It seems to me that the facts and the figures which have become public within the last few months indicate that this bargain is—as we contended it was when the subject was under the consideration of this House—all on one side. The progress, to which the hon. gentlemen both alluded, and which the hon. member for Pictou compared with the progress which had been made under the various Governments which had had charge of the work for some time, is progress with reference to a different class of work. He forgot for the moment that the work which those Governments had undertaken and were carrying on, was work of a very difficult character—work entirely different from a level road through a prairie country. As an example of what might have been done, and perhaps the most successful example in the world, I admit, with the hon. gentleman, an example comparatively of what might have been done in that regard, was given him by the hon. the Minister of Railways, with reference to a certain section which he constructed west, I think it was, of Winnipeg. There is, Sir, no comparison whatever between a stretch of railway across a relatively level prairie, and such

works as have been undertaken and prosecuted between Thunder Bay and Winnipeg, and on the other side of the mountains in British Columbia, all of which latter works take infinitely greater care and trouble than that which is required for the former. We, however, quite agreed with the view of the hon. gentlemen who say that under this contract great and rapid progress would be made in prairie work. We pointed out what the profits which the Company was to obtain on the prairie work were, and those profits have now been tolerably well ascertained; and upon 606 miles—606 miles, I think—of work, which I think they have done, the calculated cost of the road is somewhere under the original estimate; and all the subsequent information leads us only to conclude that this is right. And taking the value of the lands—at the value of the lands sold as reported by the Company—and putting the amount to which they would be entitled with reference to that section, I say that the ascertained proof of it in the prairie section as far as completed, is about \$22,000 per mile, or \$19,000,000. With such a result before us, with such a golden prospect in the very near distance, it is not at all surprising that they should have stretched the line very rapidly over the prairie. The hon. gentleman said—or one of the hon. gentlemen said that perhaps they might have heard it said—that the Company had gone too fast. Well, there are some respects in which a good many people believe that the Company may have gone a little too fast. It is after all possible, with respect to several of their propositions, and in respect to several of their engagements, they may have acted, as other people believe, somewhat imprudently with reference to their far eastern engagements, directly and indirectly, which we know they have made with reference to other matters—projected branches in the North-West, in respect to which, we find no notice now, and which, I presume, are either abandoned or indefinitely postponed, and in respect even of the pressure of construction that took place, it is possible that they may have gone, not merely in advance of the country, but also in advance of what prudence would have demanded; but that is after all their business. They were entitled to proceed within certain limits as far and as slow as they pleased; and they have proceeded rapidly with the work. We were promised that they would proceed with the work by means of foreign capital to be introduced in addition to the Government subsidy, but up to this time we do not find that this work has been accomplished by means of foreign capital. On the contrary, in so far as the Government has not supplied the means, these have substantially come from the people of this country; and, therefore, they have come up to this time almost entirely from our own resources, either from the banks or from the lands, which, in great measure—in the largest measure, indeed, and almost entirely—have been purchased by persons residing in this country. Now, with reference to one of the great questions upon which we differ from the Administration as to this contract, our forecasts have been all from the start verified. We declared the provisions as to monopoly were unnecessary, in order to procure the construction of the work, and were calculated to retard settlement and to impair the prospects of that country, and to create great dissatisfaction and discontent within its bounds. I shall not enter into the condition of things there to-day. No doubt this will be more fully discussed at later periods in the Session, but I maintain, from all the information I have been able to receive, that there does exist, on the part of the majority of the people of that country, a very great discontent and dissatisfaction, owing to the manner in which a clause appears to have been misconstrued by the Administration—and in a sense which I myself have never