

circumstances that led up to the signing of the contract between the Government and the Canadian Pacific Railway Company. Information was asked by the leader of the Opposition, and by other members, on this subject, information was persistently and consistently refused. In order that the people might be informed upon the subject, that members of this House might be able to discuss the propositions intelligently, fairly and understandingly, in order that they might know something of these extraordinary subventions, and as to whether the terms by which British Columbia became part and parcel of the Dominion had been violated and as to whether the contract, necessarily involving an increased rate of taxation, information was asked for and refused. The leader of the Opposition moved a resolution, in order to obtain time and to secure that full and ample consideration which the question demanded. He moved:

"That in view of the magnitude and gravity of the proposition, this House resolve itself into committee, on Monday, 5th January, 1881."

That amendment, which was a reasonable proposition, was voted down by the majority. Even two weeks were refused the Opposition in Parliament to consider the obligations to which the Government of Canada, in their mad folly, were committing the people of Canada. The discussion proceeded and the leader of the Opposition and other hon. members on this side clearly pointed out the enormous subventions, grants and concessions proposed to be given under the resolutions. We pointed out that in the work completed and to be completed, in the land grant, estimating the land to be worth \$2 per acre, and in other subventions, the Government were placing at the disposal of the company a sum equal to \$111,800,000. We pointed out further that the Government were giving the company enormous concessions, franchises and monopolies which were worth no less than \$40,000,000. We pointed out that in money, lands, railways completed and to be completed, concessions, franchise exemptions and monopolies, the company received no less than \$161,800,000. We pointed out, in addition, that we gave the company the Canadian Pacific Railway finally completed, for all time to come. We pointed out that this road, which, under the policy of hon. gentlemen opposite, was to cost this country this enormous sum of money, would not cost for construction, according to the estimates of the Government engineers, made in 1880, more than \$84,000,000. We pointed out in the strongest possible language to Parliament that those concessions, grants and subventions should not have been given; that the people of this country should have an opportunity of pronouncing upon the terms of this contract. Sir, the Liberal party were not satisfied with mere protests in Parliament. We adopted the most solemn and formal way known to Parliament of recording our opinions upon this question. Every vulnerable point of the contract was challenged by amendments submitted by gentlemen on this side; our protests were crystallised into amendments against the obnoxious features of the contract, and the votes of the representatives of the people in Parliament were challenged on this question. Our protests were unheeded; our warnings were in vain. The First Minister, by the majority he had in Parliament, succeeded in forcing those resolutions through the House, and this country, in 1881, became saddled with these gigantic obligations, which, I fear will rest upon it for many years to come. We pointed out that an undertaking of this kind, involving such gigantic obligations and enormous concessions, should not have been entered upon by the Government in a private contract with the Canadian Pacific Railway; that tenders ought to have been called for and competition invited, and that it was unwise and unsound policy for the Parliament of Canada to ratify a contract without calling for tenders and allowing fair and reasonable competition. How were we answered? We were assured by the First

Minister and by the then Minister of Railways that this was an admirable contract; that the Government had succeeded in removing the responsibility for the construction of the road from the shoulders of the people to the shoulders of the company, and that for the construction of this railway the people of Canada would not be required to pay another dollar. The Ministers of Railways, who was in charge of the resolutions in 1880, as he was in charge of the resolutions of 1884. The Minister of Railways, who was always daring, bold and defiant, declared, in his place in Parliament, with reference to this contract:

"Hon. gentlemen do not like the company, but one would suppose that their ideas had undergone a revolution on that subject. The gentlemen who have undertaken this work stand before the people of this country to-day in the strongest position that it is possible for gentlemen to occupy in relation to a great enterprise such as this is. The Canadians engaged in the enterprise are men who are second to none in respect to commercial standing and capacity, and by their success in carrying out other great railway enterprises they have afforded us the best possible guarantee for the manner in which they will fulfil their engagements with the Government and Parliament of Canada."

He proceeded:

"I say that this company embraces capitalists, both your own and other countries, who are men of the highest character, men whose names are the best guarantees that could be offered the people of Canada, that any enterprise they may undertake will be successful."

Sir, unfortunately for this country, the assurances of hon. gentlemen opposite, in 1880, when Parliament proposed to ratify this contract, have been scattered to the winds, and to-night we have not a particle of reliable security upon which this country can fall back for the completion and running of the road for the ten years for which the hon. gentleman declared he had a money security. Sir, we protested further against the vague, uncertain and indefinite terms of the contract. We knew we were pledging the credit of this country to an enormous extent, that we were placing in the hands of the Canadian Pacific Railway Company an enormous amount of money and assets for the completion of this road, and we pointed out to hon. gentlemen opposite that we had no security, that the end had then been reached. The element of finality was wanting, and we had no security, but that we might be called upon to pay additional sums to the Canadian Pacific Railway Company for the construction of this road. How were we answered on that occasion by hon. gentlemen opposite? By providing that ample security which the First Minister declared he had obtained, when addressing his friends in Montreal on the 27th of December, 1880? No, Sir; the only guarantee we had was the statement of the Minister of Railways, in the following language:—

"We will not only have the proud satisfaction of seeing Canada assume an advanced and triumphant position, but that she will be relieved from the expenditure of a single dollar in connection with the construction or operation of this railway."

Now, in the face of the declarations of the Minister of Railways and the First Minister, three years afterwards we had this same Canadian Pacific Railway Company, whose members, we were told, were men of unlimited means, men of great fortunes, men whose character and standing were such that they would carry out the contract—we had these men knocking at the doors of Parliament, asking Parliament to aid them to the tune of \$30,000,000. And what have we now? We have these same wonderful moneyed men, men of such great ability in the completion of such enterprises as these, men of such unlimited means, knocking for the third time at the door of Parliament, asking for additional aid, and the abandonment of the security we took in 1884 for the repayment of the loan of that year. Sir, in 1880, when we protested against the ratification of this contract, the First Minister and his colleague, the Minister of Railways, assured his followers that they had ample security, that the road would be constructed from end to end, without costing the people of this country one dollar. The hon. gentleman's followers believed him, and they