

runners from the American land and railway companies calling upon these immigrants to go to beautiful Kansas and those other western territories of the United States. They tell them to get upon the cars and go to a country where they will find friends, but not to go to Manitoba which is an inhospitable country. They say: "Do you not see this little pamphlet? It contains a speech from one of your most prominent men in Canada, the leader of the Opposition; we do not deceive you for there is his photograph." So they go to the United States, and hon. gentlemen call their conduct patriotic! I think, Mr. Chairman, I have dealt with most of the arguments brought forward by the hon. gentleman, but as there are others to follow they will doubtless take up any points which I may have omitted. I believe, at all events, that I have shown how we were induced, in the first place, to undertake the building of this railway, that the different Governments which have succeeded one another have adopted a policy for its construction. I have shown what exertions have been made, the plans which have been submitted, and the sacrifices which have been demanded from Parliament and the country in each case. I have shown, by taking the price of the lands at \$1 per acre, that the amount in cash and land which we ask Parliament to agree to give the Syndicate—this amount expended and to be expended is \$78,000,000—is the smallest by far of any of the sums which have been mentioned in the past as the probable cost of the railway. I have shown, moreover, that not only will the railway be built by the Syndicate, but worked for all time to come, and that we have sufficient guarantees in our hands to ensure both these objects. I have shown, with regard to the exemption from taxation, that it is only a temporary matter, and that the quantity of land which is to be exempt for all time to come is equal to about 72 acres per township; that in those townships we have in ordinary roads ten or, perhaps, twenty times as much land that is in the same position, and will never be taxed, and that, therefore, this great railway which will afford the settlers a means of access to the markets of the world will cost them nothing but the amount they would derive from the taxes of those seventy-two acres of land in each township. I have shown that this contract is one which should as a whole receive the assent of Parliament, though there may be some of its conditions which some hon. gentleman would have preferred to have seen omitted. When the great scheme of Confederation was before the House we found that one member objected to one clause and another to another, but the promoters of that scheme said: Is it not a beneficial change, as a whole, a great improvement upon the present state of things? The assent of Parliament was given to it, and people have benefitted largely by the institutions conferred upon us in 1867. The leader of the Opposition asks, why so monstrous a contract as this was brought down to Parliament? I tell him that it was to secure our institutions, to increase our population, to enrich this country.

Mr. RYMAL. Hear, hear.

Mr. LANGEVIN. Yes; I say to enrich this country. The hon. member who came to Parliament at the same time that I did myself, knows that a farmer who borrows money to build a house or barn is certain that, though he goes into debt, his loan must soon be repaid by the products of the land. The same principle holds good in building the railway, for it must open the country for settlement. It is often asked why more people do not settle on our lands in the North-West, but every one knows that the tide of emigration will not flow into that country, that its resources will not be developed, until a railway gives its people communication with the markets of the world. We want to people also the North-West. We cannot people the North-West otherwise. With all our exertions, and with all the powerful machinery the

Government can have at its disposal to bring emigrants to this country, we cannot bring more than 15,000 or 20,000 a year; but with this powerful Syndicate, having all their interests for the future in bringing emigrants to this country, to co-operate with the Government, we shall certainly secure an immigration which will at least be equal to the immigration which we have seen flowing for years into the United States of America. In fact, Mr. Chairman, we intend, by this railway, to make this country one of the most prosperous and powerful on this continent. With our small population, the time has not yet come when we may speak of our country as a powerful nation. Not many years ago the United States had a population not larger than ours, but now they are one of the most powerful nations of the earth; and why should we not have an equally brilliant career? We have as good a country as theirs; our population is composed of as good elements as theirs; our population is as prolific as theirs, and the immigration from the British Isles has not diminished that quality. Before many years we shall have, in Canada, a large population, and with population we shall have wealth, and with wealth and population we shall have power. This continent is not to be entirely in the hands of the United States. Providence has ruled that there should be another great power in the north of this continent, that our institutions should be different from theirs, that they should be modelled on the great, free and beautiful institutions of England, that we should hold forth these institutions as a model for other nations, and that, with these institutions side by side with those of the United States, we should show the world that we can prosper, live happy, and possess all desirable liberty under the British flag. Of course, hon. gentlemen may or may not rise above mere partizanship. Hon. gentlemen may or may not see that this is one of those great measures that a party even in Opposition should not hesitate a moment to support. This is one of those rare opportunities that public men have to show how they can appreciate great measures, and how they can foresee the future of their country. This is a measure which we, at all events, as public men, as the representatives of the people of this country, as the representatives of the representatives in Parliament, consider will be the crowning act of our lives; and for my own part, having taken a prominent part in the bringing about of the Confederation of these Provinces, and having contributed my mite to the present condition of the country, I shall be proud to have contributed also, as a member of the party, as a member of the Government, to the bringing about of a settlement of this great question; and when the day shall come for me to retire from Parliament and go back to private life, I shall be happy that, this day, I had the good fortune, not only of holding a seat in this House, but also of being one of the members of the Government that were called upon to submit this great measure to this Parliament.

Sir RICHARD J. CARTWRIGHT. Mr. Chairman, for seventeen years, more or less, I have had the honor of sitting in Parliament, along with the hon. the Minister of Public Works. During that period I have often had the pleasure of hearing that hon. gentleman address the House, and it is but common justice to him to say that, on the great majority of those occasions, he was not only clear, but often forcible in his presentation of the subject. If, therefore, on the present occasion, I cannot congratulate the hon. gentleman on having attained his wonted lucidity or his wonted force. I am bound to believe that the difficulty is not in him, but in the unhappy character of the subject with which he has been forced to deal. We have heard, at very great length indeed, the views of two important members of the Ministry—the hon. the Minister of Railways and the hon. the Minister of Public Works—on this, which they most rightly call one of the greatest questions which has