

rectly a British policy but indirectly a policy of the greatest value to the United Kingdom. Under that policy we constructed the gigantic work of the Canadian Pacific Railway. We opened up this country. When we came into power, what was the position of Canada? It was that here in the heart of the country, where Parliament meets, we were separated from Manitoba and the great prairies of the North-west by a desert extending over one thousand miles. The North-west itself was an unpeopled desert. One of the grounds of attack made on the Government when it took up the construction of the Canadian Pacific Railway was this: We were asked by hon. gentlemen then in Opposition what possible utility could there be in constructing the Canadian Pacific Railway, when from Lake Nipissing for 3,000 miles to the shores of the Pacific, it would only pass one village containing a few hundred people. All the rest of the country was a desert occupied by wild animals and Indians. We were asked, how can you hope to maintain a line of communication when the earnings of the company will not be sufficient to pay the grease for the wheels, and the country would be ruined by undertaking to operate that gigantic work even if we could secure its construction. I need not tell the House how all these predictions have failed to be realized. I need not tell hon. members that the traffic created by the Canadian Pacific Railway, has caused that great enterprise to become one of the soundest and best financial undertakings in this country, and I need not point to the fact that it has not only enabled people from the older provinces of the Dominion to get access to the great North-west without going through a foreign country, as they were formerly obliged to do, by a most circuitous route in order to reach it at all, but it has opened up what will be at no distant date the great granary of the world for settlement and cultivation, and it has pierced the Rocky Mountains and opened up the enormous resources of British Columbia. The last cargo of rails I sent from England to British Columbia was seven months in reaching that province, while it can now be reached within a few days. Not only have we opened the boundless prairies of the North-west to British settlement, and developed a country that in the future will provide thousands of happy homes, over which the British flag will float, but we will be able to provide bread and meat for the mother country, which in the case of a European war she might otherwise be sorely pressed to obtain. I point to these facts to show that it was not an anti-British but an essentially British policy we adopted, and that it was attended with the best national results.

In addition, we expended during the past eighteen years no less than \$36,250,000, from 1878 to 1896 inclusive, in deepening the canal system of Canada to fourteen feet, and we brought the work to a point that will enable

hon. gentlemen opposite within two years—and I am happy to find they are grappling with the question—to secure fourteen feet navigation throughout the entire system of canals connecting with the great lakes. All these matters are of great importance to Great Britain, and it is of the greatest importance that the Dominion should expand, develop and become a great country. The construction of the Canadian Pacific Railway has already been shown to be of vital importance, and the time may come at no distant date when the possession of this great road which has brought Yokohama within twenty days of London, by a route which occupies only one-half the time occupied by the Suez Canal route, will be of Imperial importance and the safety of British possessions in India many depend upon that work. Yet that National Policy, which has enabled Canada to achieve that great result for herself and the Empire, is alleged by hon. gentlemen opposite to be a discriminating policy against England. Without the National Policy, that national railroad would not exist to-day: we would have had no access to our great North-west except through a foreign country, during six months of the year; and without that policy the teeming millions of mineral resources to be taken out of the bowels of the earth in British Columbia at an early day would have remained buried, or if developed, the wealth would have gone to the neighbouring republic instead of enriching the people of Canada. I hope it is not necessary for me to say more in regard to a question that ought never to have been raised, because the charge that the National Policy of the Liberal-Conservative party discriminates against England is entirely untrue.

I wish to occupy the attention of the House for a few moments on the question not of discrimination but of preferential trade. An hon. member has introduced a Bill with respect to trade marks, and under it the hon. gentleman proposes to make it a very serious offence for any person to appropriate a trade mark that does not belong to him. I heartily approve of a measure of that kind, if it can be carried into effect. But I want to know whether I shall not be in a position to come down and charge the Finance Minister with having stolen the trade mark of the United Empire Trade League. That league is a body of gentleman, a large number of whom are members of the Houses of Lords and Commons of both political parties, influential merchants and commercial gentlemen, who long ago came to the conclusion that the greatest means that could be adopted to promote the unity of the Empire was to establish preferential—not differential as the hon. member for South Oxford said—trade within the Empire. They have propounded to the country a policy of having the products of the United Kingdom sent into the various colonies on