

dian Pacific Railway policy in 1880, Sir Charles Tupper, acting as their spokesman in propounding that policy, himself declared in favor of the deferment of the line to the north shore of Lake Superior. He proposed to build into the prairie and to commence the construction in British Columbia, but he proposed nothing for the north shore of Lake Superior. On the contrary, he expressed the opinion that we could not undertake that construction at that time, and at that time the work of connecting Port Arthur with Winnipeg was approaching completion. Now, the hon. the Secretary of State passes very harsh criticisms on the conduct of my hon. friend in the matter of the Canadian Pacific Railway. He declares that he expended much money, that he expended it fruitlessly, and that very little had been done. I shall read you, Sir, a juster appreciation of my hon. friend's policy. I shall read an appreciation which, since the hon. gentleman seems to have been studying the literature of this subject, I am sorry he did not himself discover. The eminent man, whose utterances I am about to quote, said, in the year 1878:

"I will briefly refer to the amount of public money required in order to carry to completion works already undertaken, and contracts to which the country is now pledged. The amount of money required to complete the road from the shores of Lake Superior, at Kaministiquia or Thunder Bay, to Red River, is estimated, in round numbers, with a fair equipment, to cost about \$18,000,000. To that, of course, the country is committed."

He then refers to the subsidy to the Canada Central, to the Georgian Bay branch, to the Pembina branch, and the telegraph contracts, and so on, as making up the sum of \$25,456,000. Now, this eminent public man said:

"I have no hesitation in saying that the work I have referred to as involving an expenditure of over \$28,000,000 of public money has largely contributed to remove the difficulties and promote the progress of the entire undertaking. I believe that as we originally looked to the development of the great West as the only basis upon which any Government or company could undertake the construction of the Canadian Pacific Railway, so I do not but regard the expenditure of \$28,000,000 of public money in permeating that difficult, almost inaccessible district of country, between Lake Superior and the Red River, as money expended in a way that is most likely to so develop, so improve and so people the great fertile country of the North-West, as to give us a substantial basis upon which we may hope to succeed in permeating the still more difficult and extensive region, from the Rocky Mountains down to the shores of the Pacific, and although the expenditure of public money has not been made within the Province of British Columbia I am free to say that that expenditure, in my judgment, has been made in a way much better calculated to secure its actual realization of this work than if every dollar had been expended in British Columbia, commencing at the shores of the Pacific, because no expenditure in British Columbia could materially contribute to the opening up of that great North-West region, upon the development and upon peopling of which must necessarily depend the successful prosecution of that gigantic undertaking, the Canadian Pacific Railway. Now, Sir, I have stated that we have great advantages in the construction of such a work as this. There has been a great advance made within the past five years; not only have we accomplished an important work in providing for an early, rapid and easy communication to our own country, from the shores of Lake Superior to the Red River, but we have acquired information with reference to the North-West Territories which is invaluable in its character. High as was our estimate a few years ago, high as was the opinion we were warranted in entertaining as to the capabilities of the great North-West, we were comparatively ignorant of the vast extent of fertile lands of that country. The surveys which have been made, though attended with a large amount of expenditure, are cheap, compared with that which has really been accomplished, inasmuch as that we can only hope for the successful accomplishment of this great work by showing to the world the value and character of that country. I hold that the explorations that have been made and the increased knowledge that we possess of its resources place us in a position to appeal to capitalists much more confidently and successfully for this great work than would otherwise be the case."

Such, Sir, is the language of Sir Charles Tupper, speaking as the spokesman of the Government, in introducing their Canadian Pacific Railway policy of the year 1879, with reference to the administration by my hon. friend of matters connected with the Canadian Pacific Railway during the period of his Government. Such was the juster appreciation, such was the fairer view, such was the greater knowledge, which that hon. gentleman had of what had been done, and of the results of what had been done, than the Secretary of State, who comes late into this House and

seeks to fill his shoes, by making speeches diametrically opposite to those which Sir Charles Tupper made. Knowledge was fresher then; the Government had just come into power; they were just chosen, after fighting the battle for five years, which had terminated in their success at the polls; and fresh as they were from that combat, this was the measure of criticism of the policy of my hon. friend which the exponent of the Canadian Pacific Railway policy of the Government of the day gave on that occasion. I want no better vindication of the Liberal party or of my hon. friend, the member for East York, as its worthy representative, than the statement of the hon. gentleman who had been his political critic in Opposition for five years made, when he, himself, had assumed the responsibility of Administration. What, Sir, was the work my hon. friend was doing? Nothing? Were the survey moneys wasted? I have Sir Charles Tupper's word for that. Was the work between Port Arthur or Port William and Winnipeg a waste of money, unless the line north of Lake Superior was completed? I have Sir Charles Tupper's word to the contrary, and I have the facts, too. We all know that the immigration to the great North-West takes place during the season of navigation, and that the moment we completed a road from Port Arthur to Winnipeg, the season of navigation gave us a route for immigrants within our own territory, from the moment they touched the shores of the Atlantic to the time they were landed in the North-West. I do not know whether hon. gentlemen opposite do not exaggerate the dangers to which the guileless immigrant is exposed in travelling on foreign soil; I express no opinion on that; but the step my hon. friend took was such as to provide us, during the whole season of navigation, with a safeguard against those dangers. What of the grain of the country? During those early years it would not be too great in quantity for shipment to come down by water from Port Arthur. So that that construction was, I believe, a wise construction, as part of a system largely taxing our resources, it is true, but still commensurate with our resources—a system which was to develop the great North-West and give us a means of communication with it. We felt, just as Sir Charles Tupper says, in the language I have quoted, that the North-West must inevitably be the backbone of any Canadian Pacific Railway; we felt that the development of the North-West was the prime condition on which the success of a Canadian Pacific Railway was possible; and the step my hon. friend was taking, though, perhaps, a bold step, in the circumstances of the country, was certainly an important step, as acknowledged by his adversaries, in that direction. Shall I go further? What charge was made in the contest of 1878 against my hon. friend, in reference to the Canadian Pacific Railway? Why, Sir, the charge that was made was one I read the other day in this House. I read from a pamphlet of Sir David Macpherson, in which he attacked my hon. friend for going too fast and too far. His soul quavered at the idea of Canada having spent, from the time the project commenced up to the close of the financial year 1876, the heavy sum of \$6,250,000, but he has not blenched since, when the expense went to \$10,000,000 or \$20,000,000 a year. He pointed out that the proper course should have been to rely on the American roads, and not to attempt to obtain even the Port Arthur connection with the North-West by water and rail. That was his view, and when I read it the other day, I did not tell, for a minute or two, from whom I was reading; and from the usual corner arose the derisive cheers, because hon. gentlemen were sure it must be some Grit who said that.

Mr. McCALLUM, You did not read far enough.

Mr. BLAKE, Well, the hon. gentleman, I dare say, will finish it some day; but I think he won't read that passage. I say, I heard the derisive cheers of hon. gentlemen opposite, because they thought that was the sentiment of

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