

right to do so, I should thank the Minister of Militia and those engaged under him in various capacities for the manner in which they conducted that campaign. I feel that the shortness of time which intervened between the breaking out of the insurrection and its being quelled, I feel that the readiness and swiftness with which the emergency was met and mastered, entitle those men to a vote of thanks for the course they pursued and their conduct in bringing this war so readily and successfully to a close. There is something else I feel proud of in this connection. A few years ago the Provinces which form this great Dominion were isolated politically from each other; each had its own Provincial Legislature, each Province adopted its own tariff and carried on its own business, without consideration for the other Provinces. Indeed, I think I am nearly correct when I say that the people of the different Provinces had very slight intercourse with each other, and consequently knew very little of each other. But the Act of Confederation changed all that; it brought together in one Parliament men whose energies had been hitherto confined to their separate Provinces, and enabled them by their united wisdom to adopt measures for the benefit of the whole Dominion. They swept away the hostile tariffs which prevented our people trading one with the other, and enabled them, in whatever grade or occupation they were engaged, to transact business freely with each other; and, instead of being a separate people with but one tie in common, that which bound us to the Crown, we became one people united by innumerable ties. We felt that we had one common country, and that instead of belonging to some almost unknown Provinces, we composed a nationality of which we are proud. I may say that, unknown as we were before Confederation, there is scarcely a civilised nation in the world to-day which does not know that to be a Canadian is to belong to a nation of which any one may be proud. When this war broke out in the North-West, we had but a limited number of soldiers; we were not in the position of a country which keeps up a standing army; we were dependent upon the citizen soldiery of the various portions of the Dominion. Our volunteers down by the sea were as prepared to enter into the field as were those who lived in Ontario and along the borders of Manitoba; our volunteers down by the sea felt this was their country; they felt that they were united with the people in the North-West and that it was necessary for them to join hands with their fellow-citizens to protect us against a common foe. They sprang to arms at once and proffered their services. It is true that our soldiers from the city of St. John had no opportunity to go to the front; that New Brunswickers were not required in the field, because the Government had all the men they wanted, but they felt that they would like to be in the field so that they might earn some of the honors won by their fellow-citizens; and I trust, if the time ever comes—and I hope it will never come—when we will be called upon again to defend any portion of this Dominion against the attack of an enemy, either from without or within, the soldiers of New Brunswick will be called early to the front and given an opportunity to show their patriotism. I said, a few moments ago, that the Minister of Militia and the officials under him deserve our thanks for the rapidity with which they succeeded in transporting ammunition and supplies to the front, and for the activity they displayed in bringing about the suppression of the rebellion. But I have a word more to say. I think we should thank the gentlemen who held positions of trust in the Government, and those who brought into existence the Canadian Pacific Railway, because it was mainly through this agency that we were enabled to forward our troops and supplies so rapidly to the seat of war. I think, if there be anything which particularly justifies the building of that road more than another, it is the fact that over it we were enabled to convey our troops and facilitate all the measures necessary to suppress the

Mr. EVERETT.

rebellion. I agree, therefore, with His Excellency that it will be the duty of His Excellency's Government to make such precautionary arrangements as will assure the present inhabitants, as well as intending settlers, of efficient protection against all disturbance. It is necessary, if we are going to have a large population in the North-West, that we should assure them of the fullest protection the law of the country can provide. We have there an enormous quantity of land fit for cultivation, on which we desire to see settled a large portion of our own people—people from our fatherland; we hope to see those people grow up in wealth and prosperity; we expect from them valuable assistance in paying the taxation of the country; we look forward to receiving great benefits from the opening up of the North-West, and we must, in order to reap these hopes, show the people who are going to reside there that we are prepared to protect them against any evil that might arise either in consequence of rebellion or any other discord. The next paragraph in His Excellency's Speech refers to the Canadian Pacific Railway, and congratulates Parliament on its successful completion. When I was a boy going to school I was in the habit of attending lectures, and amongst those to which I listened with a great deal of pleasure were lectures on the subject of building a railway from Halifax to the Pacific Ocean. That was one of the dreams of enthusiasts thirty or forty years ago, and it then seemed nothing more than a dream. Still all over the country there were far-seeing, intelligent men who believed the time would come when the railway connecting the east with the west would be fully built. For myself I did not expect to live long enough to see that day. I was desirous to see the work done, but could not see clearly how it was to be accomplished. The first step taken in the construction of this great Canadian Pacific Railway was the formation of the Confederacy under which we live. Under the separate provincial system there did not seem to be any possibility that the project would be carried out. But the united people in their wisdom, and by the advice and with the assistance of the Imperial Government, formed a Confederation. That, Sir, was the first step towards the building of this great Canadian Pacific Railway. There are men in this country who, within a few years, have felt that the building of this railway could not be accomplished, not merely because of the financial difficulties, but also of the physical difficulties which lay in the way. It was thought to be impossible to cross the Rocky Mountains—impossible to build a railway which would connect the eastern with the western coast of America. We are pleased to read in the Speech of His Excellency that the time has come when the railway is accomplished; we feel glad to know that it has been accomplished in a much less time than was set down in the contract which was entered into with the company who have done this work. Five years of time have been spared to us. We are now enabled to enjoy all the privileges of that railway. In June next we may be able to take the cars at Halifax, pass over the Intercolonial Railway, take the Canadian Pacific Railway at Quebec, and pass along that whole line to the western country five years before it was thought possible for any one to do so. We have to thank the company for the enterprise they have shown and for the manner in which they have done their work. I believe there is no railway on this continent of America that has been more thoroughly built than the Canadian Pacific Railway. It is creditable to the men who have built it, and all honor is due to those who have not only built it, but have built it so much in advance of the time set down in the terms of the contract. Perhaps nothing has occurred in this Dominion of Canada, which has called the attention of the world more directly to it than the building of this Canadian Pacific Railway. The people of the Mother