

the meantime, to finish the ends of the main line; and so, although something has been done by the company in that direction, something where it was necessary perhaps to meet competition, something where it was necessary to push to one side rival enterprises, something where it was necessary to provide another means of connection with the second line of the St. Paul, Minneapolis and Manitoba Railway, yet what has been done in that direction has been trifling compared with the expectations which were held out to us, trifling compared with their own projects as laid before us years ago. I cannot blame them,—this policy having been adopted—because if all the resources they possessed, if all the money they could borrow and raise, were to be devoted to the construction of the ends of the line, it was clear there could be nothing left for the branches. One observation only I will make. Long ago, in the last Session, I think, of the Parliament of the hon. member for East York (Mr. Mackenzie), a proposal was made to grant liberal aid to local railways. That proposal has been the subject of much animadversion and criticism on the other side. Hon. gentlemen were going to do the thing a great deal better; they were going to help the railway companies and at the same time make money out of it; they would not give the land away, not they; they would sell it at \$1 per acre and the company would make \$1 or \$1.50, and so both the railways would be benefited and the Public Treasury replenished. But now we find free grants are to be given to railways. I will add this caution to hon. gentlemen opposite. I hope, whatever arrangement is made with any railway for a free grant of land, it will be coupled with such restrictions as will secure those lands being open for settlement at fixed moderate prices. I maintain that that is of vital importance. We have suffered enough in the North-West from not keeping that before us as a leading, cardinal principle in the land and railway policy of the country. To repeat that policy now would be more than a blunder; it would be a crime. I hope that the golden dream has not altogether vanished, and that it is not too late for the Government to have awakened to the necessities of the situation, because I have always believed that the rapid settlement of that country demanded numerous railways through it, and I stated in my place here years ago, that you might as well talk about rapidly settling the North-West with one cart road as with one railway. The hon. First Minister has not upon this occasion said anything in the Speech about the Canadian Pacific Railway Company—and for this much thanks. We were a little afraid there might be an announcement made to us. We were reassured by a statement made that the company had, during a certain period, made \$800,000 or \$900,000 of net profits. We were reassured by a statement that out of those profits the company would be able to pay its February dividend in excess of the guarantee dividend, \$625,000, making a profit to investors in that enterprise of from 11 to 12½ per cent., according to the rate at which they acquired their security. We are glad to know by this fortunate omission in the Speech that we will not be called upon to put our hands into our pockets again. We are glad to know that no demand for further help will be made; we are glad to know that the second final settlement is final, at all events for this Session, and that we have therefore nothing to apprehend in that direction with respect to the Canadian Pacific Railway. But while that is so, I had expected that the circumstances of the road, its approaching completion and the great through trade that is about to be developed, would have been the subject of a glorifying paragraph. I had really expected that when the hon. gentleman could extract so much sunshine from cucumbers as he has done with respect to those matters which he has put into the Speech, he would have certainly found, particularly when we regard the floods of oratory which we have heard within the last few weeks on

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this subject, something in regard to the completion, before we next met, of the great Canadian Pacific Railway and its through trade, and the new impetus which is to be given to Canada. And the hon. member for Cumberland (Mr. Townshend) felt there was an omission there, and he bettered the Speech by himself introducing the subject, and pointing out to us that the road was going to do great things for us, of which the Speech does not tell but of which orators tell us. I hope it may be so. I hope the trade will be quite as large as the hon. gentleman depicted, and quite as profitable; but still I would have had a stronger assurance had I found it certified by Ministers whose every prediction has hitherto been verified to the letter. There is one point on which I should like to have heard something, and that is with respect to the grades in the Rockies and the Selkirk Range. The time has now arrived when Ministers must have settled and approved the route of the road. I have more than once called their attention to the fact that the reports of engineers indicated that grades could not be obtained within the contract, and that there was no power to approve grades heavier than those specified in the contract. I trust no violation of the law has taken place, and that no grades have been approved or sought to be approved in excess of those which Parliament sanctioned, because it seems to me that a grave breach of the duty of the Administration to Parliament will have been committed, as well as a course taken which may be, in the future, extremely prejudicial to the permanent interests of the railway, if that result has taken place. Nor do we hear anything this time about the colonization companies. I am sorry for that. I had hoped to hear they had paid their instalments and that the Treasury was getting filled from their resources. Instead of that, a rumor is in circulation that they are calling for relief. It is actually said that they talk about a change; that they require some modification in their position, and that they make the change in the policy of the Government with regard to branch railways a basis for their application. They say, if you are going to give branch railways lands free along their roads, the companies will sell them at prices at which people who have free lands can sell them and make a handsome profit; and how shall we make a profit when we have to pay for our lands which will come into competition with these free lands at the disposal of railway companies, and therefore as you have conceded it for the others, so you should for the colonization companies. Under these circumstances it is to me a great pleasure and satisfaction to refer to solemn estimates, to ascertain and carefully calculated results, to feel that whatever difficulties may sometimes oppress my mind and make me rather gloomy as to the financial results of the lands in the North-West, we know that the Government, on an occasion when they were calling upon Parliament to take an important step, when they were demonstrating the consequences of that step, took their officers into their confidence, and obtained from them statements which reassured my sinking spirits. On the 4th of May, 1883, the late hon. Minister of Railways was about to address the House on the subject of the Canadian Pacific Railway, and on that day, doubtless with a view of confirming his own statements—as if those statements should need confirmation—read a letter from the first officer of the hon. First Minister, which letter the late Minister of Railways read in the House, and which I have read several times in the last few months, whenever I felt low spirited about the financial results of the sales of our lands in the North-West. That letter is as follows:—

“OTTAWA, 4th May, 1883.

“SIR,—Having given the subjects my best and fullest consideration”—
You see how careful he was, Mr. Speaker—

“I estimate that the receipts of this department from the sale of agricultural and coal lands, timber dues, rents of grazing lands, and sales