

measure submitted to us. It would be unseemly, to say the least of it, if a Bill were submitted to us for consideration and we were not permitted to discuss it with perfect freedom. A great deal of money is asked for, but a great deal of money is required. Twelve years have made a wonderful change in Canada. It is quite true that some of this prosperity may be credited to the Canadian Pacific Railway. We have spent a large amount of money on that railway, and we should have got something in return. We have got more than the most sanguine expected perhaps. It has been a great enterprise, and has done much not only for the older parts of Canada, but for the newer portions. It has opened up the prairies of the west and contributed to the settlement of the country, probably a million in the west alone. But beyond what the Canadian Pacific Railway has done for Canada locally, it has done a great deal for us abroad. It has called attention to the great resources of this country and has been the means of attracting immigrants, and a good deal of the development we have attained and of the expenses we are obliged now to assume, have arisen from the development arising from that great enterprise. Moreover, we have derived a good deal of prosperity from the wise tariff which this present government has adopted. I am not a protectionist, as that doctrine is generally understood, but I am a protectionist so far as may be necessary to protect our own industries against the undue competition of foreign industries.

Hon. Mr. FERGUSON—You are not far from the kingdom.

Hon. Mr. ROSS (Middlesex)—Not far, but still far enough not to be one of the protectionist party. All the civilized nations of the world except Great Britain have accepted this doctrine, and we cannot be very far wrong when we are in company with such great governments as the United States, France, Germany and Italy; but whether we are right theoretically, we are right practically, and the policy of securing the Canadian market to the Canadian people, at the same time without allowing combinations injurious and oppressive to be formed, is a sound policy for Canada, and this tariff secures that end better, perhaps,

Hon. Mr. ROSS (Middlesex).

than any tariff we have had. It has contributed to our prosperity. Having this prosperity and this large income from these various sources, from the increase of population and the natural accumulation of wealth, what are we to do with the money? We are to restore that money to the people in such a way as to add to the general prosperity. In the matter of aiding railways, the provinces, now that their subsidies have been increased, should be entrusted with the development largely of local railways, and when a subsidy is asked for by a local railway it must be clearly shown that that road is contributory in a very substantial degree to a railway of national import. I would withdraw the subsidy except in cases of that kind. But all this money spent for the development of the country comes back to the treasury in increased revenue, and increased population and prosperity and national standing. After all, the greater the degree to which the government contributes to the national standing, to that same degree do we strengthen our position, increase our resources and secure accretions to our population. The Transcontinental Railway will cost a large amount of money. Whether it will be a profitable investment or not, remains to be seen. Some of us, at one time, thought the Canadian Pacific Railway would not be profitable. The freight and passenger traffic of the new railway will be great as the country grows, and we trust that it will be a profitable undertaking. But look at the enormous development which must arise from its construction? Beginning at Moncton, and running through the centre of Quebec, it opens up a new country. It costs something to open up a country. In the early development of Canada, the imperial government built our canal; later they subsidized the Grand Trunk Railway and later still guaranteed the bonds of the Intercolonial Railway. What the imperial government did for us from abroad, we ought not to be afraid to do for ourselves. We are no longer minors; we have attained our majority. If we open up central New Brunswick, surely we are promoting the interests of Canada as a whole. The same is true of northern Quebec and remarkably true of northern Ontario, because in this