

speech of their own leader, and, of course, they will be glad to hear it again. The hon. gentleman said:

"We must not altogether forget the eastern connection. The hon. gentleman has not been altogether oblivious of that part of the through line. It was politic on his part to throw out some faint hopes of the construction of that link. Quebec has spent some \$11,000,000, which she can ill afford, for the construction of a railway principally designed to tap the Pacific trade. Quebec has stretched her arms out towards the great west, as far as this city, and the question is, how soon is she to get further, how soon that great expenditure is to be productive of the benefits expected? I am glad to know her road is paying something as it is; but what Quebec expected was not simply that it should pay, while it is new and cheaply worked, some fraction of the interest on the cost of construction, but that it would pour a great tide of traffic into her principal cities, and bring prosperity into her midst. But unless and until an eastern connection of some kind is made, these expectations of the Province of Quebec, on the faith of which she proceeded to construct her railway, cannot be realized. My hon. friend felt that. I should not be surprised—I do not know anything about it—but I should not be surprised if my hon. friend had been told something of that sort in private. I should not be surprised if some hon. member from Quebec had forcibly expressed to him, in private, the same observations which I have now made in public. I should not be surprised if it had been indicated to him, in language as strong as was consistent with the politeness due to a powerful Minister, that it was essential that he should throw out, at any rate, some ray of hope, however faint, that at some early day the Quebec Railway should be connected with the through line; that he should say to the members from Quebec: 'Gentlemen, at the present time we can only burn the candle in the middle, and at the western end, but the time will come sooner than you expect when we will be burning it in the middle and at both ends, when it will be alight in the east also.' That is in fact, what the hon. gentleman has vaguely suggested to us to-night. But my hon. friends from Quebec will consider how nearer they will be to the attainment of a connection with the Pacific Railway by engaging immediately to construct the western end, and to spend, according to the revised estimates, \$30,000,000 in British Columbia. They will consider how much it is going to hasten the day in which our surplus cash will enable us to make the connection for which they long, to fling \$30,000,000 into that 'Brown Country,' which is depicted in the hon. Minister's map. They will judge whether our purse is like the widow's cruise of oil, in which, however much you may draw from it, there will always remain enough. They will consider whether even out of our abundance, even out of our prosperity, even with our large capacity for raising loans and obtaining moneys, we will be all the better able to deal with the eastern end, because we are commencing now to build the western end. They will reflect upon the possibility, nay, I will say the strong probability that the effort to build the western end, if so precipitately engaged in, may crush this country, destroy the whole scheme, and render impossible for all time, or, at any rate, for a very long time, to attempt an eastern connection. According to his fashion, the hon. gentleman was not quite consistent in this matter. He was at pains to point out, in order to soothe the anxious fears of his friends and supporters, that the Government was in a position to go slowly. This contract, he says, contains clauses which give an absolute power to stop the work at any time; and if we find the resources of this country are going to be too heavily weighed down by building this 125 miles in British Columbia, depend upon it we will stop. We are not going fast; we are going slow. We expect, however, within ten years, having saved that ten millions I have spoken of, to do this much, at any rate; but we will not engage to do it within ten years. We do not consider ourselves bound to British Columbia to do it by 1890, and we will not do it within ten years if it presses too heavily on our resources. So much was necessary in order to soothe the fears of those who dreaded that the taxation would be too great and the expenditure too rapid. But then the honorable gentleman had to draw back, and in order to show that even all that expenditure would not indefinitely postpone the work at the eastern end, had to show 'the silver trimming'—I think the hon. Finance Minister calls it—he had to show the 'silver trimming' of the cloud; and he said in effect; 'So confident am I of the success of my scheme that I will not name the day in which the blushing East shall be married to the rosy West, but it will be very much sooner than any of you expect.' One moment he said: 'I will go slowly in the West, because the work may be too heavy for us—don't be afraid,' and the next moment he exclaimed: 'I can get on so fast in the West that I shall be able to begin in the East quite soon—don't be afraid.' Such were the hon. Minister's consistent statements. Well, I say that these suggestions are intended, no doubt, to be satisfactory and consolatory, and, perhaps, they will prove so; but to my mind, looking at this from a practical point of view, I believe that the suggestions of the hon. gentleman are impracticable of execution, and that it may be found out of the question to commence the eastern end until we have got through the centre and the western end, if the work is to be carried on according to his scheme and his views, which, I believe, as they stand, are beyond the resources of the country. Quebec may expect the eastern end to be commenced when the western road is finished—that is, that it will be begun in 1890, and may be finished in 1897, and I hope they will all be alive to enjoy it."

That is what the hon. gentleman said last year, when he was speaking to the Quebec members. He was looking for their support, and he told them that the Quebec members were not properly treated by the Government of  
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the country, that their interests were neglected, and that the eastern connection of this section to the north of Lake Superior had been postponed, because they wanted to expend thirty millions of dollars in British Columbia, and the revenues of the country were not sufficient; that our purses were not large enough to do more than the British Columbia line, therefore poor Quebec was left in the back ground. The east was being neglected, said the hon. gentleman; but if he could only have the chance of coming back to these benches, what would he not do for poor Quebec? By all means, said he, bring me back, give me another chance for five years, and I will do what I have not done for the last five years; give me the chance to give you the railway that this bad Government will not give you. Let us see now, Mr. Chairman, what the hon. gentleman tells us to-day. We have this proposed railway, and we come before Parliament with a contract and a Syndicate, and what do we find? We find that not only the central section, not only the western section, but the eastern section is secured. The hon. gentleman sees at once that this section being secured, Ontario, Quebec and the east will have connections with the Pacific Railway. He sees, at once, that his speech of last year will be quoted here, and that it would be known to all that the bad Government which was not favorable to the east had secured the connection for which these poor Quebecers had expended their \$11,000,000. But the hon. gentleman is a cunning fox—I hope that is not an unparliamentary expression—I think that it is a proper one, but I do not mean it to be unparliamentary.

Mr. BLAKE. I do not object to it.

Mr. LANGEVIN. I am pleased that he does not object to it; he says that he does not object to anything that I say because it will not hurt him. He is not so invulnerable as he thinks he is, or would appear to be, and though my blows may not be so hard as the blows of some other members of the House, I may say, without presumption, that some of my blows have been felt by the hon. gentleman. At all events the hon. gentleman is a cunning fox, and seeing that he would be called upon to support the policy that he propounded last year, he says: "No; do you not see that it is not to your interest as Quebecers; do you not see the true policy is to leave that out and build the Sault Ste. Marie line?" Why he, an Ontario man, putting himself above all party consideration, above all local consideration, says: "You see that the railway will bring down all the trade of the west and the trade of the United States, North-West,—where? To Montreal. And, therefore, you gentlemen of Quebec, will you not lend me a hand and support my measure when you see that by my project of the Sault Ste. Marie line I am urging the trade to Montreal and Quebec. Therefore, you must stand by me and not support the Government. And you members coming from Ontario do you not see that this Government is not looking after your interests, that if you follow them you will follow them to your loss? But come with me and I will take care of you. I will guard your interests." I tell the hon. gentleman that he need not expect that they will do anything of the kind. Hon. gentlemen and a large majority of this House know perfectly well that this is as good a scheme for the construction of the railway as could be laid before Parliament. It is a scheme which will secure the construction of the road—a scheme which will subserve the interests of all sections of Canada, and give us a railway on British Canadian territory, instead of one which would carry a portion of our trade through the United States, and carry away immigrants from Manitoba. We know full well what is occurring every day in connection with the western provinces and territories of Canada: that we are obliged to send our immigrants through the United States, and that at every station we find