

course. I have pointed out before, and I repeat, that this contract, large and liberal as were the subsidies that were granted, and extensive as were the privileges which were allotted to the corporators, was one of great magnitude—one which required the undivided energy and devotion of those engaged in it, to the completion of the contracted line; and I have pointed out that the time, the energy, the capital, the credit and the resources of the company have been largely devoted to objects not embraced within the limits of the contracted line. Some of these are more justifiable than others; but of all of them it is to be said that they are transactions in respect of which, if the company entered into them at all, it was to be expected that they would not be entered into to the detriment of any one of the elements of success to which I have referred, in the contracted line. Take the Canada Central; the Montreal, Ottawa and Occidental; the Laurentian; the St. Lawrence and Ottawa; the Atlantic and North-Western; the Ontario and Quebec; the Credit Valley; the Toronto, Grey and Bruce; the Hamilton and North Western; the London Junction; the South Eastern; irrespective of the Algoma Mills Branch, the North-West branches, and North-West lines—in most of these it is established that the company have meddled in one way or other; and in others it is asserted, and I believe rightly, that they have also meddled, in some to a greater, in some to a less extent. The capital involved in the acquisition of these various lines runs into the tens of millions, amounting to probably as much as \$30,000,000; and I attribute a great portion of the difficulties in which the Canadian Pacific Railway Company are now confessedly involved, to the circumstance that they have engaged in matters not contracted for in their contract, and that with the capital which was directly due to the performance of the contract, they have done much more than the contract demanded, and have done that more in their own interest. I pointed out also that the course which was pursued in proposing to construct another railway in competition with the other great railway of the country, through Ontario, would almost inevitably have the result it has had, and would invite the hostility of that other railway, to the detriment of the Canadian Pacific Railway Company. I regretted, and I repeat the regret, that that hostile attitude should have existed. I know not whether it now exists; but I maintain that it was hardly expected that it could be avoided when this competition, which was not necessary to the completion of the Canadian Pacific Railway proper, was engaged in. In all these things, and for all these things, the Government have had a large part and have assumed a large responsibility; they have promoted, encouraged, and aided them; they have supported them by granting all the assistance, all the legislation that was desired to give these additional powers; they encouraged them by the method of distributing the subsidies in the original contract—by granting an inordinate amount towards the prairie section instead of reserving it for those difficult ends of the work which are yet to be completed, and in respect to which we are to be asked to deal still more lavishly. We contended that the subsidies should be distributed in accordance with the cost of the respective portions of the work. Hon. gentlemen opposite said: no, we want to put the company into a first-class position, and we will give them what is admitted to be a disproportionate part of the subsidy at the beginning. That is what they did, and the results have been just as we predicted. And, Sir, while this is so, while at this early period, after making the contract, the Government are obliged to make the melancholy statement contained in the Speech, we did not hear one word in connection with that statement in reference to the invitation to be given to us to modify the terms of the contract, or any proposal to annex any condition for the relief of the country by the removal or mitigation of those obnoxious

portions of the contract which are more oppressive to the community than profitable to the corporation. Sir, I will not enter into other topics connected with the Railway. But as I take a view entirely opposite to that taken by the hon. gentlemen who have moved and seconded the Address, as to the condition of things developed by the paragraph, I felt it necessary to say so much. The Speech refers to the condition of the country, and it tells us that the harvest has been less productive than some of its predecessors, and that there has been, owing to the rapid expansion of our commerce, some little over-trading; but it asserts that there is a general condition of prosperity. I congratulate the hon. member for Glengarry upon the dexterous manner—borrowed, I dare say, from his avocations in the other sphere to which he alluded—in which he slipped over this remark. He did it very well. He felt that the least said the soonest mended, and he got on the ice and off of it as fast as possible. I do not know that he got upset, but it appears to me he ran a considerable risk of it. We remember the admirable exhibitions made by speakers on former occasions, when they were developing this part of the usual Speech from the Throne. If we remember the beautiful exhibitions afforded to us, first by the mover, and then by the seconder, as late as last Session; if we remember the length of time they took in their performance; if we remember the ease and grace, and the apparent delight and joy with which they dwelt upon the condition of the country on that occasion, and contrast it with the hon. gentleman's dart-in and dart-out again, we must feel that in this particular he knew his business; but we must also feel that the contrast is a little more serious—a little more serious, in fact, than even the Speech from the Throne has told us. In truth, the high Tariff policy of hon. gentlemen opposite has proved itself largely a failure. The period of good times, to which we were naturally entitled, came to us a little later on account of the policy of hon. gentlemen opposite, and it has left us much sooner than it ought to have done. We had two or three years of it, during which there were good crops, good markets, a good lumber trade, large railway and other expenditures; during which the people grew more wealthy, the importations crept up and the circumstances were such as hon. gentlemen were pleased to dilate upon in the debate on the Address. Now the conditions are changed. They are sadly changed. Why are they changed? And why are they changed so soon? I agree with hon. gentlemen opposite as to the deficient harvest; I agree that they did not incorrectly express the degree of depression which is due to that cause. There has been a very good harvest in very many parts of the country. There has been an abundant harvest in many parts of the country. In one section of the Province from which I come—over a large region of it—one of its main staple crops has, no doubt, lamentably failed; but other crops have done well in that section, and in the eastern portion of Ontario even that crop, so far as it was grown, has done fairly well. In Manitoba, as we know, owing to an unfortunate circumstance which we must all deplore, a portion, although not a very large portion, of the cereal whose cultivation is to be the staple of that country, was frozen, and there difficulty ensued; but barring these two points, there is no doubt that although the crop is not to be described as equal to its predecessors, we have not been subjected to the calamity of a very bad crop all over the Dominion. The crop is inferior, but not a failure, and has followed a very brief period of prosperity, during which we had good crops and good prices, and a good lumber market. Surely then, the great policy which was to do so much for this country; which was to give us steadiness of prosperity, steadiness of employment to our working men; which was to ensure to us a permanent condition of prosperity, in so far as anything can ensure it, ought to have carried us over one partial failure of a crop. But what has happened