

to the Indians who are most advanced in civilization, and who have lived for a long time in close proximity to the whites, it is proposed to concede to them some measure of self-government, somewhat similar to the municipal system that prevails among the whites. I am sure that an enlightened Canadian Parliament will welcome a species of Home Rule for the aborigines of this country. There is no question, Sir, in which the people of this country have greater interest at this time, or indeed, have had a greater interest for a considerable time, than the construction of the Pacific Railway. That work is a national work; it is a Canadian work in which the whole people of this country are deeply interested. The construction of the road, as we are all aware, has been relegated by the Government and by Parliament to a company. That company has, with an energy unprecedented in this country, set itself diligently to work to fulfil the great contract it has undertaken, and I think there is united testimony from both sides of this House, and from all sections of the country, that the company entrusted with the construction of that great work has been honourable in its dealings and has faithfully and energetically endeavoured to carry out its agreement. The progress made with the road has been unprecedented. Of the total length from Pembroke to Port Moody, 2,833 miles, 1,738 miles have been constructed, leaving 1,095 miles yet to be constructed; and it must be a gratifying circumstance that the portion of the road constructed and put into operation has proved not only a commercial success to the contractors, but also of very great advantage to the country. I will not weary the House with lengthy details or many figures, but I may state that, in addition to the portions of the road constructed in the older Provinces, in addition to the portions taken over from the Government, in addition to the sections separated by a gap to the north of Lake Superior, the road to-day extends west of Winnipeg to the summits of the Rocky Mountains, in full operation a distance of nearly 1,000 miles. At the present time, what is literally a small army of workmen, numbering 9,000, with all the appliances for the construction of the railway, in the shape of machinery and horses, are engaged in the work of lessening the gap that separates the two portions of the road north of Lake Superior. Now, it will be perfectly obvious, not only to hon. members in this House but to the whole country, that the prompt construction of that road is of the first importance to the Canadian people. We know that the Northern Pacific road has been just completed. That road will become a vigorous competitor for the trans-continental trade. And there is another road, the Union Pacific, in active operation. The rapid development of the North-West and the settlement of the country, the expansion of our trade, and a variety of other circumstances, will make it necessary that the Canadian Pacific road should be completed, both in the interest of the country and the company, at a period long antecedent to the date originally fixed, 1891. It was the recent expectation that the road would be completed in 1886, and I am sure that if that expectation should be realized, it would result in the greatest advantage to this country. Let us not overlook the advantage which that road, when completed, will confer upon this country. When we recollect that the two American Pacific roads are not through lines, that they are only partially through lines, that they have to connect with other lines in order to reach the seaboard, and that ours will be the only trans-continental road extending from sea to sea under one management, and that it will be hundreds of miles shorter than either of the other Pacific roads with any connections they can possibly make, I think it will be perfectly self-evident to every hon. member of this House and to the country, that great advantages will accrue to this country and to the Canadian Pacific road when it is completed. That road will possess other incidental advantages which are not to be ignored. In the

first place, it will pass through a larger area of cultivable land than either of the American Pacific roads. The agricultural lands on the western portion of the Canadian Pacific Railway extend from longitude 96 to longitude 114, equal to 18 degrees; on the Northern Pacific Railway from longitude 94 to 105 degrees, equal to 11 degrees; on the Union Pacific Railway, from longitude 96 to 105, equal to 9 degrees—showing the vastly greater extent of cultivable land that will be placed under tribute in close proximity to the Canadian Pacific Railway when it will be completed, than is traversed by the other roads. Furthermore, the mountain section of the Canadian Pacific Railway is vastly shorter than that of either of the American Pacific roads. For instance the Canadian Pacific Railway is embraced within a mountain section of 600 miles; the Northern Pacific Railway, within a mountain section of 900 miles; and the Union Pacific Railway, within a mountain section of 1,225 miles. From these facts, it is perfectly evident that our road will have a decided advantage in the competition for the trans-continental freight and passenger traffic, and that the sooner it can be put into operation the sooner will these advantages which I have foreshadowed result in great benefit, not merely to the company but also to the country. It was not to be expected that a road destined to become so formidable a rival to its competitors would be permitted to be built without vigorous opposition. Combinations have consequently been formed against the Canadian Pacific Railway by these interested roads. In self protection, its American rivals endeavoured to obstruct its progress, and the result of their combinations and machinations has been to prevent the Canadian Pacific Railway from disposing of its stock at a fair market value—at such value as they had fair reason to expect to so realize in order to apply the proceeds to the completion of their great work. Unfortunately a great depreciation took place in the value of American Railway securities, not merely in the New York market, but also in the other great money markets of the world—in Amsterdam, Paris and London—and this depreciation occurred at the very time when the Canadian Pacific Railway needed the proceeds which they expected to obtain from the sale of their stock. To meet this difficulty, the company approached the Canadian Government and deposited with it a sum of money and securities sufficient to provide for the payment of three per cent. of the five per cent. promised by the railway company on a capital stock of \$65,000,000. It was supposed that this provision for a limited amount of the interest promised by the Canadian Pacific Railway would have the effect, not merely of steadying the stock in the American, English and French markets, but also of giving increased value to the stock, and that thereby money would be realized from the sale applicable to the prosecution of the work. Through a combination of circumstances this result has not been achieved, and the company has not been able to realize from the sale of their stock the amount they might fairly have contemplated. Under these circumstances, it is evident that it will be the duty of Parliament to apply its best wisdom and give its most patriotic consideration to any measure that in the interest of the country the Government may find it necessary to submit with the view of preventing any delay in the construction of the Canadian Pacific Railway that may result from the causes I have indicated. Parliament will, no doubt, give its best wisdom and consideration to this subject. That the Canadian Pacific Railway should be built well built, and wisely built and built it must be. The Roman Senate once said, and the voice of the Roman people re-echoed the fiat of the Senate, *delenda est Carthago*, "Carthage must be destroyed"—and Carthage was destroyed. I see the leader of the Opposition smiling at the Latin, and I hope it will give him the proper inspiration under the circumstances to which I am alluding. The Canadian people have announced to the world that the Canadian Pacific Railway must be con-