

expenditure, and so they will have given us no security for the completion of the road. They will have received money enough for the land north of Lake Superior to pay them for all the work done. By this contract we are putting them in this extraordinary position: that it is for them to choose whether they will complete the railroad and exercise all the powers of a monopoly or abandon the whole thing after building the central section, and a portion of the northern section, and receiving all their millions in cash over and above what it has cost them; and all those millions in cash are conveyed to them beyond the reach of any Government. We are to have no personal security. We have heard much since the Hochelega speech of the right hon. gentleman, of the introduction of great English, American, French, German and Canadian capitalists into this work, men with the means of building ten such railroads at their disposal, and that they were all united; that their interests were to be so concerned in the work that they were to become great emigration agents who would bring a vast tide of emigration into this country from Germany—probably some such tide as Earl Beaconsfield described as likely to flow into the great North-West. Where are all these great capitalists now? Have they all vanished into thin air? The gentlemen whose names are prominent in this Company, and whom the Minister of Railways told us we had either attacked or intended to attack, are men for whom we on this side of the House entertain the highest personal esteem. If it were merely a question of personal friendship or favor, we would do all in our power to meet their views. Many of them are entirely in political sympathy with us. They are gentlemen we never reproached or denounced as unworthy of public confidence or public esteem. But we have a great duty to discharge to this country, in the light of which all personal considerations, private friendships and bonds and party ties and sympathies must disappear when men mean honestly to do their duty. But we have not even the guarantee of the personal character of these gentlemen in the fulfilment of these obligations. It is expressly provided that, so soon as the Company shall have been formed under this contract, all private obligations shall cease, and we shall have nothing but the Company we ourselves created; and as to the capital not all the capital even the Company are bound to raise, for the \$5,000,000 will be entirely beyond our reach. There is no provision by which we shall be able to lay hands on it to make it security for a breach of the bond. They will pay up this capital as such companies are wont to do. It becomes something intangible. They might just as well, for all the security given to this country, have no security at all; one million dollars is all the security lodged for the working of this road? There is a little more—the Minister of Public Works thinks it a great deal more, namely, the provision that, instead of getting 25,000,000 acres if they fail, we reserve 5,000,000 acres. We practically say, you will get 20,000,000 acres for doing so and so, and at the end of ten years 5,000,000 more. Nobody would consider that security. The color of security is given by transferring 25,000,000 acres to these gentlemen, and saying we hold 5,000,000 of your lands as security, lands which are ours in reality, for the performance of the work. This is no security. There is another point to which I would like to address myself as a representative of New Brunswick. There was a time when a great many people in the Lower Provinces were induced to believe that if we were all Confederated, and had a certain system of railroads created, we should enjoy vast benefits from participation in the trade and commerce of the north-western States, and particularly of our own North-West. That illusion has, to a great extent, been dissipated; and to-day a great majority of our people in the Lower Provinces, while taking an interest in the North-West, and while desirous of seeing anything done, anything likely, to promote its settlement and

growth, and willing that portions of the lands in the North-West should be used for the purpose of building railroads in that region, and securing the future greatness and happiness of that country, feel particularly sensitive on one point, that is, that they have had to pay so large a share of the interest on all the money expended in opening up that country and building the railway. New Brunswick, from which I come, pays, I think, one-eleventh of the whole revenue of this country. We have to pay one-eleventh of the whole revenue of this country, and here we are about to assume a debt of about \$5,000,000 cost for the construction of this railroad. Last year we were told that this was a mere temporary loan for which we would be recouped in a few years, both principal and interest, by the sale of all those lands. We would like very much to be able to believe that, to be able to feel that we have not been paying towards the expense of opening up that North-West without hope of return. We believe that if the North-West had been acquired in a way that it should have been acquired, that if the Imperial Government had been required to contribute a fair share as was due from the Empire to a portion of the Empire towards opening up and settling that country, and if we had proceeded in the opening up and the settling up of that country with moderation there would have been no deficit, even during the last four or five years. If we had not to pay the cost of the Mounted Police, the Indian annuities, and all the other extraordinary expenditure in the North-West, besides the interest on those \$15,000,000, now \$18,000,000, expended on those railroads, we would have had no deficits and no increased taxation would have been necessary. Every time the subject came up for serious consideration in Parliament we protested that whatever we did must be so done as not to increase the rate of taxation, and yet, refusing to see the plain evidence, we have gone on year by year increasing the rate of taxation until it has reached its present proportion. We in the Lower Provinces feel that, and would like to know how this money is to come back to us. The right hon. Premier told us last year a very fine story. According to his calculation the money would be all repaid within a few years, but this year we find his own colleagues, nay, his very self, declaring in effect that that calculation was an erroneous one, unwarranted by the state of the country, and that, in point of fact, neither himself nor his colleagues ever believed it, because within a few short weeks after that very statement was made these hon. gentlemen set to work to devise a new mode of constructing this great railway and have now told us they did so because it was necessary to dispel the apprehension of the country, and relieve it from the doubts which everybody, even they, entertained. Now, how are we to get back this expenditure of \$53,000,000? Take this whole twenty-four mile belt, and you will find it a very liberal calculation, to say that there are 12,500,000 acres of available good land in the 24-mile belt for the Company, and there will be as much more for the Government; but the Hudson's Bay Company have the right of 5 per cent. on every portion of the land apportioned off. That 5 per cent. must be paid in both cases by the Government, which will make 10 per cent. on our 12,500,000 acres. Hon. gentlemen opposite told us that this land was worth a dollar an acre. We have, therefore, at this rate, deducting the 10 per cent. eleven and a quarter millions acres of land and the same amount of dollars. Where, then, are we to get the other \$42,500,000 of expenditure from? We are told now there are 250,000,000 acres of magnificent land out there. It is amazing how the area of fertile land has grown in that country. When we proposed to give 50,000,000 acres to Sir Hugh Allan & Co., some doubted whether there was so much good land out there. Well, it was asserted, not with very much confidence, that there was probably 100,000,000 acres there. Then it had grown to 150,000,000. After that some faintly ventured to assert we had 200,000,000