

character that every acre of every man's farm would produce the average yield of wheat every year. And I fancy that if it did so this return of 640,000,000 bushels is a return which would be rather laughed at than otherwise by those who know practically how many acres it takes in a large country, with a varied climate, to produce a given quantity of wheat. However, it is not necessary to publish

FANTASTIC STATISTICS.

of that character to establish to the world—on the contrary I think it is injurious—the true merits of the country. What we want to do for that purpose is to get authentic statements from practical men of what the country can produce. (Cheers.) Nothing can be more detrimental to the country, however, than to find people complaining of oppressive taxation, vexatious regulations, high railway rates, and elevator difficulties, and who find that prosperity has not been attained. It is, therefore, deeply to be regretted that we should have such actual results detailed as have to a large extent been published to the world during the last few months. I agree with the hon. gentleman in his remarks on the frost. That, no doubt, was an affliction which extended over a very large extent of the territory. We may calculate that was an unexpected contingency, on which we need hardly count if due precautions such as the hon. gentleman has referred to are taken, though we cannot deny that there is a liability to frost in some portions of that country. Still such a calamity on a large scale is not to be expected. Casual and unexpected as it was, it was extremely unfortunate, and if the expectations of the Government and of the country at large are not fulfilled to the extent we would wish, I dare say it is largely due to that unfortunate accident, for which they are not responsible. But I do not regret that while that occurred at

A CRITICAL PERIOD,

so many things have happened by our acts and the acts of our executive, which could have been prevented, and which, occurring with this unfortunate accident, damped the hopes and weakened to some extent the energies of the people in that country, and diverted to a large extent the immigrants who would have settled in our North-West to seek homes and give their energies to building up other countries. Now the whole of this proposal is placed on a very simple basis by the hon. gentleman. He says that it is not because the company want this money to complete their contract. He says, speaking somewhat more strongly than Mr. Stephen does in his letter, that it is certain that the Company does not want anything whatever to fulfil their contract, and by 1891 the road will be finished, "but," he says, "we want the road to be finished at the end of 1885. A while ago it was to be finished at the end of 1886. Now we want it to be finished at the end of 1885, and why? Partly to develop the North-West, partly to obtain power to compete with the Northern Pacific Railway for trans-continental traffic. Well, as to the rules as to trade, etc., I think 'nat to-day they are much more easily changed than they used to be. I think if the Canadian Pacific Railway is built so as to offer good access and a shorter line it will be very easily able to obtain its share of traffic. No matter whether it is constructed a year or two earlier or later, I do not believe that traffic will be prevented from going there if it is the best road, from the simple circumstance that its completion is delayed a year or two, and, I say, while by lending all your energies now to the completion of the railway through the north shore of Lake Superior and through the Rocky Mountains to Kamloops, by straining every nerve to do that, you are preventing yourselves from doing what is most important to the North-West, and you are doing much to depress and damage the stocks of Canada instead of to improve them. There is no really tangible argument given for this

EXTRAORDINARY HASTE.

"But," the hon. gentleman says, "the contract must not be touched. I won't interfere with it. I won't alter it in any way." But it is being interfered with. The security for the completion of the road is being handed over; the mode of paying the subsidy is being altered from the terms of contract; a guarantee of stock is being given which was not in the contract; \$22,500,000 of our money is being loaned, which certainly was not embraced in the contract. Supposing these terms had been put in the original C. P. R. contract, would ever you have voted for it, sir? Therefore are you changing the contract. But the hon. gentleman is right in saying that the contract is not changed in one particular. Although security is to be given by the Company, in order that the road may be built by the year 1885, it is not provided that the road shall be built by the year 1885. (Cheers.) There is no provision that the Company shall be bound to complete it by the year 1885. You are providing them with money to do it, but they are just as free as they were before, in case it is not finished by that time. Now, Sir, whatever might have been the case before now—when Parliament was called upon, as I have shown, particularly to alter the terms of this contract in favour of this Company, and to give them great concessions, to do great things for them—now is the time when we may fairly say, "If you ask, you must also give," and that we may call upon them to give up and surrender

THAT ODISIOUS MONOPOLY

which is going to do more than any other thing to injure the North-West Territories in the years to come. I say that this is the opportunity when such a stipulation may fairly be made. I say

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