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## Pure Flavoring Extracts, Ten Gross Diamond Dyes.

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over their difficulty. If their floating debt were \$6,000,000 or \$8,000,000 in addition to the guarantee, I do not know but that I would justify the Government

a debt approaching \$200,000,000. I think this Dominion has a great many places that are very desirable to live in. I have travelled a little over the Dominion, and from all I have seen of it, I think the valley of Annapolis, in Nova Scotia, is the garden of this Dominion. There is no place in this Dominion, notwithstanding the praises of the great travellers, that is so desirable as soon as to the Annapolis valley of Nova Scotia. We shall continue to live here, and our children after us, from generation to generation, but to say that this country, geographically and climatically, is to be compared with the United States, is extravagance and a mistake. It makes a very bad comparison. In their opinions, and extravagances, they are wrong. They are wrong in their way to be wretched, and they will not soon become. This country would make a very excellent border, a very excellent fringe, for a nation and I think that fringe is ornamented for a very large part of the year with beautiful white snow. But notwithstanding all this, we have great many resources, and we could become a great nation, and progressive people if you would keep the taxes down. But if you go on increasing the people's burdens, you make them dissatisfied, and after the excitement of it is over they will begin to think about paying the bill—as the United States representatives do. The great mistake of the people before they undertook to come to this Dominion, and I think they do, is that they had a large and thriving population on the Pacific coast; in a word, they were a great nation before they undertook the thing. They waited until they were able to carry it out before they undertook an enterprise of this kind. I think the United States are entirely too late. I think the United States made it to build a railway of something like 2,000 miles in length; we have undertaken to construct a railway 3,500 miles in length, to Montreal, by any means about the distance to the sea coast, and we have given \$88,000,000 in interest, and \$500,000,000 of land, which, at \$2 per acre, amounts to \$1,000,000,000, a sum altogether up to \$133,000,000, a sum altogether beyond the resources of the country. All our revenues will pretty soon be consumed to pay the interest on our public debt which bring no direct revenue to the Treasury. I know something about the workmen, about the people who are asked to do it, for, when dealing with the people, I have to be careful of those who have to pay the bills. In our population of four millions the proportion of wealth constitutes a very small number. The Ministers of the Crown do not produce—the workmen have to pay the money for their salaries. Doctors, who are very necessary, do not produce, and the working people have to pay for them. Lawyers, who are also not producers—every one has to be paid from Queen's (Mr. Davies) who is very industrious man, appears before the Courts, attends tribunals, such as the Fishery Commission, and argues cases in the Supreme Court—does not really produce a single dollar. The interest on the railway debt has to be paid by those who are asked to do it. The men who are upon the ocean and catch fish—these are the men who produce wealth. They have to pay, not only for their own maintenance, but to support us here and give them \$1,000 and travelling expenses each. All the civil servants, and the army of officials round Ottawa, do not produce anything. The lawyers and doctors and politicians, all the lazy ones, all the professors and temperance lecturers, and all the other professions, you reduce the number of the wealth-producing class to a very small proportion. I do not mean to say that these professions are not necessary, or that we can do without them; but when we come to the question of a public money, we have to look to the class who produce it. I am a workman myself; I feel the tax, and I know how others feel them. We have thousands and tens of thousands of people who do not make a dollar or surplus at the end of the year, after working hard all through the year. I know plenty of industrious families who are asked to give contributions to the clergymen, and often go without doctors when they need them—to do not pity those who employ lawyers in every occasion. Now, this class we ought to consider, and we consider them as least about the time of elections, with our hearts overflowing with kindness. We ought to consider their hospitality, but we care more for the credit of the Government than we do for the people. We talk about the extravagance of every one except ourselves, and we forget all this after we get into Parliament, when we want to vote money to the Pacific Railway Company, composed, as it is, of men possessing vast wealth.

An Hon. MEMBER.—Hear, hear.

Mr. GILMORE.—An hon. member says, hear, hear. I think he is the gentleman who thought a great deal of the National Policy because it would cause the hens to lay their eggs on the success of the National Policy; he should be very careful how he votes \$5,000,000. We are puffed up with the idea that we are bigger than we really are, and that our country has grown much faster than it really has. We think we have the best half of the Dominion, and we think we have the best half, we enter into extravagant expenditure. I do not know much about the United States. I do know, however, that 100 years ago it had a population of 5,000,000, and today to-day it has 55,000,000. We have been going on in the same way and have increased our population only 4,500,000. They are a great nation, the continent of Europe, and in England, Scotland and Ireland particularly, to go to the worst half of this continent and leave us in the half. They have been going there, and continue to go there, and you tax the people of this country a great deal too much to bring emigrants here. Our country is a great extent, objectionable. We have a great many people here who would have been better at home. Emigrants who come here, and with the information before them, who cannot get out of a bad country into a good one, had better stay at home. I would offer facilities to come here, but I would not tax the people of this country for it. I would like to see the whole truth, and let them judge for themselves; if they cannot get here, let them stay at home. We are making an unnatural effort to create a nation before the proper time. We are taxing the people beyond their resources and pursuing a course which will prevent progress and growth. I heard some remarks made about the emigrants who slipped from the hon. member's mouth to Mr. (Mr. Mackenzie.) Somebody said we had the best half of the continent, and that hon. member said we had the worst half, and this has been harped upon as though the hon. gentleman were unpatriotic, and did not seek to promote the best interests of this country. He simply told the truth, and he was not spreading any defects abroad, in giving information that will injure us; but when a man opens his mouth he should speak a man open. I say it is a humiliating position for any man to be placed in, that he has to lie to bolster up his country. Sir, we cannot afford to do it in this side of the House. No man who is a liar, and we cannot afford to exaggerate the lies, and we cannot afford to do a great many things which hon. gentlemen opposite can afford to do. We have not got the majority to lean upon, as they have, and we have not got the public purse to lean upon, as they do. They got the majority of the people to lean upon, and we have to lean upon our own resources, and we are acting honestly, and in the people's interest, and we cannot afford to do anything but what is fair, square, honest and above-board. Yes, I have heard those references to our becoming a nation through Confederation, and this great trans-Atlantic railway—we have no such thing, we have no such thing, for seventeen years. This country is the home of untold millions, this railway is to be built from ocean to ocean—not exactly from ocean to ocean in the Lower Provinces, but from the Pacific to somewhere between New York and Whitehaven. This is to be a good national highway from Montreal to Port Moody, No. 100, and to the Pacific coast, and the Lower Provinces, the great Chinese wall seems to be broken down, and we cannot tell where the device we are going to there. I think, myself, that the Com. pass intend to go to Portland, and I think the Government should not let them. I think the Government should say, "We are going to a great highway, No. 100, to be built from the Pacific coast in Canadian territory. I think this work has cost enough, and is a great enough to have that defined. The policy of the Government is imperfect, unless that is defined. I think the representatives from Nova Scotia should insist upon that point, and the representatives from New Brunswick should insist upon that point, satisfied with these vague intimations that St. Andrews, and St. John, and Halifax, and Louisburg, have splendid harbors. The Company state that Portland is the better harbor, and I think the hon. members from Nova Scotia and New Brunswick should be satisfied, before they vote, where the railway is to go, and where the coast. This reminds me of an anecdote which was told in our local Parliament on one occasion when a rather serious vote was expected—an occasion which the hon. Finance Minister well remember. One or two members were a little doubtful, they did not know who they were going to vote. A member of Brin who was a member of the House, and he minded him of a circumstance which happened in London, when a man gave out that he was going to jump over St. Paul's Cathedral. The people were anxious, and they stood by tens of thousands. The man stood there; he did not seem ready to jump. They asked him to jump, to jump, and his reply was—"What I intend to do is to jump, but there is a little straw on the other side." He did not feel disposed to jump, unless there was something to break the link. The discussion which is going on in this Parliament reminds me of the story. We have seen what has been going on among the hon. gentlemen opposite, and we have seen what has been, and knowing something about the troubles. There was a great leap to be taken, and I think last night a good many had concluded that there was some straw on the other side for Quebec Blues. Now, I want to ask the members from Nova Scotia and New Brunswick if there is any straw on the other side for the rest of the country. I want to ask the Ontario members if there is any straw on the other side for them? I think Quebec, on the whole, has acted a wise part and I think their men are better and wiser men than those who are jumping without any straw. I think Mr. Speaker, they are more honest men, because they see that this Dominion is going to be a great nation, and they know, in Quebec, the necessities are great, and they are not much better down in Nova Scotia. I tell you, I rather approve of their course. They were determined to know if the straw was there, and they know it is there. And we know it too from the speech of the Hon. Minister of Railways—day after day. There was a straw on the other side. But the straw is there now, the Minister of Railways told us it was there. I do not think it was a very magnanimous or high minded thing, but when they see that we are going to pay millions of money, for which their people are to be taxed, I do not blame them. When the devil wants No. 100, and we have to pay for it, but New Brunswick, Nova Scotia and Ontario Tories will take the naked hook. But these hon. gentlemen are trembling in their shoes, they hope to blind the people, and they likely will they have done it before. But there is an end. "The mills of the Gods grind slowly, but they grind exceeding fine," and they will grind Mr. Speaker, what are we going to get for all the money? Where are the returns? We entered Confederation seventeen years ago with a debt of \$5,000,000 in our Province. It was expended on the Government railways, on that part of the Intercolonial which is the only paying part, which is a good thing, but the rest of the money was public debt independent of our railway expenditure was not more than \$100,000. What is our debt now? It is \$15,000,000. That is our proportion of the national debt, and we are paying interest on that sum. We came into Confederation with a Tariff of 12 per cent.—and 21 per cent of railway import. Under that tariff we have a large free list, and all the raw materials which enter into our manufactures and all our flour, corn, meal, coal and other things of that kind, we