

has been developed on the Dalhousie Branch, for example, and by the Inch Arran Hotel; notwithstanding the large and valuable trade from the Nova Scotia refineries—I do not know whether it be a sign of prosperity, that notwithstanding all these, the returns all along the line are such as to exhibit the condition, not merely of not making any profits, but of not paying running expenses. The hon. gentleman denies that, but if that be not shown, it will be because the hocus-pocus system of accounts still holds out. The hon. gentleman will see that he is face to face with this fact: that his railway is certainly not doing very much in the way of paying dividends, and he is turning out the employees by way of retrenchment. I heard, the other day, of one being turned away who had spent twenty-nine years in the service, because the road could not afford to keep him longer. Yet the people of the country are complaining of the rates charged by the railway. The hon. members for Halifax were here, the other day, on a delegation complaining that the tolls were too high, and that, in consequence, the trade of the country is being interfered with, and there has been a large meeting held in Montreal on that subject—but we do not hear much on that question now. Nor have we heard anything as to the arrangements which have been made already, or are to be made in consequence of some other points, which, just at this period of our financial history, are rather serious financial ones for us. The Speech to which the hon. gentlemen have asked us to direct our attention, is not, indeed, a very lengthy document, or a document pregnant with very much information or very important announcements. I must say I think the deficit has rather extended to the Speech. As the hon. Minister of Railways would say, “There ain’t nothin’ to it”——

Mr. POPE. Which speech is that in?

Mr. BLAKE. I refer to the speech which the hon. gentleman is responsible for putting in His Excellency’s mouth, but I do not observe that phrase in it. You find under these circumstances an omission at which I am somewhat surprised. We found, a year or two ago, that the hon. gentleman thought it fit to tell us about a decision of the Privy Council which had, as he conceived, made it necessary for us to legislate. I am not going through the recital just now, of the grievous history of the consequences of the hon. gentleman’s notice in the Speech from the Throne, and the different steps which he took to achieve a success over the Provincial Governments. But we have seen it stated in the papers that there has been a decision of the Privy Council upon that very matter, in consequence of a reference which it was understood, last Session, should be made to that tribunal, and yet to that subject the Speech, certainly not because there was so much to say that there was no room for it, has in the most extraordinary fashion omitted all reference. If it was important enough to be referred to before, why not now? We are to hear of it; we are to hear of it very soon, as my hon. friend from East York, says, “to-morrow.” At all events, we are to hear of it very soon, when the hon. gentleman brings down the bill—not all the bill, because all the bill will never come before us, but when he brings us down the bill for what his steps have cost the country, the account of what is required for reimbursement. I wonder whether my hon. friend from St. John (Mr. Everett) would suggest that that should be added to the war debt which he proposes to fund. There is not any more to show for it than there is for the war debt, and I do not see really why we should not pay it out of the Consolidated Fund any more than the debt incurred in the North-West. And so with regard to the Exchange Bank loss, which the hon. gentleman has not succeeded in foisting upon the shoulders of the general depositors in that institution. I suppose we had better fund that, or is it still to appear as an “investment,” as

Mr. BLAKE.

I believe it does now, or is it to be liquidated and added to the debt and put in the bill also, so that we may call it fourscore and settle it in that way. Then the hon. gentleman, being somewhat lacking in material for a Speech from the Throne, might have said something to us as to his intentions in regard to parliamentary action touching the question of the disputed boundary. That is a subject, which, as the House knows, has been pressed on its attention for a good while,—a subject on which the hon. gentleman promised action last Session, and on which the House might have expected to hear something. It is a much more important and interesting question than some of these little things which adorn one of the paragraphs at the end of the Speech. We are to have measures for the establishment, forsooth, of an experimental farm, for expediting the issue of patents—would not the best way be to change the Minister?—and for the amendment of the Chinese Immigration Act; but this grave and serious question of the boundary is not thought worth an allusion. Now, with respect to the North-West, I am very glad, indeed, to observe that some real progress has been made during the year in the building of some branch or colonisation railways. The hon. gentleman who seconded the resolution pointed out to us what we heard a good deal of some years ago, that it would be necessary for the Canadian Pacific Railway to build very largely in branch lines; but most of us who have sat in this House since that time have come to the conclusion that, although there are certain lines which the Canadian Pacific Railway has built itself in the North-West, and although there is one enterprise, at all events, which, with very large aids from us and from the Manitoba Government, it is progressing with, one very important enterprise which it acquired, yet that the general establishment of branch or colonisation lines in that country must depend upon the application of other capital and upon other arrangements. It is, no doubt, deeply the interest of the Canadian Pacific Railway, as it is the interest of the country at large, that this development should take place, but upon that point I wish to make just this one observation, repeating a thing which I have said at least once before, that we should direct our serious attention to the system under which we have been acting with reference to the creation, in almost every case, of an enormous capital account far in excess of the cost of construction, and upon which we shall have to pay, the people of that country will have to pay for all time to come, so far as the railways are non-competitive, a toll. I have always endeavored to press upon your attention, Mr. Speaker, the great importance of keeping down the capital account, above all of the North-West Railways, and the painful experience through which other countries have gone by which we ought to profit. I think we ought still to consider, in reference to the roads to which we have yet to grant charters, some plan by which this may be, if not avoided, at all events minimised. I am pleased to learn that at length it is proposed to grant representation in Parliament to the people of the North-West. That is a subject which has been pressed upon the attention of this House from this side for some time past, and it is fortunate that something should be done in regard to it, although too late. I am glad also to hear a statement that proposals are to be made for providing more satisfactory arrangements in regard to the judiciary in the North-West. These two subjects are of very great consequence with reference to the primary duties, as I conceive, of a free and representative Government towards that country. With regard to the recent outbreak there, of course it is quite plain what the language in the resolution means. It means that we are to do what we have seen in the organs of general information is determined upon, to send out a considerable force to that country. Upon that proposition I shall, at this moment,