

has been received by the House. The hon. leader of the Opposition, whatever may have been his practice in another Legislature, I must frankly admit, naturally took exception to the fact of so important a resolution as this, involving the expenditure of so large a sum of money, being brought down at so late a period in the Session. The hon. gentleman knows very well, for he has had the duties and the responsibilities of a Minister on his shoulders on more than one occasion, that in dealing in questions of this kind, the Government, with all the questions pressing upon their time and attention during the Session of Parliament, find it extremely difficult to bring matters of such importance as this to such a conclusion as to enable them to be brought before the House at an early day. I may say, that in accordance with the suggestion of the hon. leader of the Opposition, I have already given instructions that they shall be copied as rapidly as possible, and I hope by to-morrow or next day to be able to lay upon the Table of the House all the papers that are important in their bearing on these resolutions—the applications, and the sources from which these applications have come, and the extent to which they have received the sympathy, either of the outside public or of members of Parliament. I shall take the earliest opportunity of placing as full information as possible in relation to this matter on the Table of this House. I shall not have much to say in reference to the hon. gentleman's criticism of these resolutions for the fact that I think they were of an extremely moderate character, and I came to the conclusion, before the hon. gentleman sat down, that brief as was the time he had taken for its expression, it was long enough, with the explanations I had been able to make, to satisfy me that in the main he was of opinion the resolutions were entitled to the support of the House. To those who are familiar with the mode in which the hon. gentleman attacks any measure to which he is strongly opposed, his moderate criticism on this occasion is an indication that the resolutions really commended themselves to his judgment, and that, so far as was consistent with his duties as leader of the Opposition, he was prepared to give them unqualified support. I am not surprised at that, because the hon. gentleman must readily perceive the fact that these resolutions are for appropriations of public money for purposes which cannot fail to be of great advantage to the general public and to largely promote the interests of the country. The hon. gentleman said that it was opening a very wide door; but I think he has already learned from the sentiments of some of the hon. gentlemen who sit behind him who have, on this occasion, given an independent expression to their sentiments on this question, that some of those hon. gentlemen would be prepared to open the door a little wider. The most cursory examination of this question is sufficient to satisfy the House that it is absolutely necessary we should look at these measures proposed for the development of our country from a somewhat different stand-point to that from which we have been accustomed to look at them. The hon. member for Middlesex especially takes exception to interference with Provincial legislation. I am under the impression that Provincial Legislatures will be very much obliged to us for coming with our great resources to the aid of the country in its development, let it be in one Province or the other. So far as its being regarded as an interference, the great sentiment of the country will be that where public works of this description are shown to be essentially necessary for the development of the country they should receive the careful consideration of the Federal Government and the Federal Parliament. The hon. gentleman wants to know whether the Provincial resources have come to an end, why it is that all these different Provinces should not have been left entirely to be dealt with by the Provinces themselves. I am sorry to say that, to a very

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large extent, the resources of the various Provinces have come to an end. I am sorry to say that there are very few Provinces that are in a position, however anxious to give that aid and support to the development of the country it is desirable they should give, on account of the condition of their resources; and I believe they will be only too grateful to find that there is a disposition, when works are of general importance to the whole country, to give their careful consideration and assistance when practicable. I may say that the construction of railways by these Local Governments stands to-day in an entirely different position from that in which it stood while these different Provinces were separate and independent of each other. The hon. gentleman knows that in any one of our Provinces that which would have been perfectly practicable, feasible and justifiable before Confederation could not be entertained at all. The hon. gentleman knows that it was quite practicable for the various Provinces to lend their credit and aid to the construction of railway enterprises when the revenue of the country was going into their coffers; but that it would be impracticable for them in the existing condition of things. Take Nova Scotia as an illustration. Nova Scotia expended \$6,000,000 or \$7,000,000 in the construction of railways by her Government. Capitalists could not be found to embark their means in the construction of railways there, as it was not supposed, commercially, they would give an adequate return for investment. The Government used the credit of the Province, expended \$6,000,000 or \$7,000,000 upon the public credit, upon a mortgage of the revenues of the Province in England, and constructed these roads as Government works. Did they pay? No; if they had paid their working expenses it was all they did. Probably a fair adjustment of accounts on the two sides of the ledger would have shown that, instead of having anything to their credit, they had not covered working expenses. Was this an unwise expenditure? No; the increased revenue of the country, and the increased development of the country were more than sufficient to enable Nova Scotia to pay the 6 per cent. interest on the capital invested, and still leave a larger amount in the Treasury than we would have had, had we not spent a dollar. Now all that is changed. Under the existing condition of things, this increased revenue goes in to the Dominion coffers, and the Province in which the expenditure is made does not receive that indirect benefit which, previous to Confederation, would warrant it in incurring such an expense. That is the view which the hon. member for Middlesex has not taken of this question, or he would not have taken the ground he did. The hon. leader of the Opposition felt disposed to have a little amusement at my expense at the divided condition of my affections among these four ports. What is the position I took at the outset? I believe it is a matter of great importance to Canada to find a Canadian port that will be the terminus of the Canadian Pacific Railway. I was rather surprised at the hon. gentleman's allusions to a somewhat personal matter connected with my investment in the port of St. Andrews. I have no hesitation in saying, although I am not very fond of talking of my own private affairs, how I came to have a very humble investment in a seaside home in the town of St. Andrews. When I came to re-side in Ottawa as a Minister, I found it was necessary for the health of my family, they should spend the hot season at the seaside, as they had been always accustomed to. I found that by stopping at St. Andrews—the Intercolonial was not then built—that I could have a seaside home for my family, which I could visit and be two days less absent from the Capital, where my duties kept me, than if I had to go to the city of Halifax. St. Andrews was the nearest port on Canadian soil where my family could spend the hot season, and which I could occasionally visit without deserting my post for too great a time. The investment was a very humble one; and I may say to