

lever, of material progress in any country. It ought to precede and not to follow the march of colonisation. It is a great many years since the Conservative party, represented by Sir Allan McNab, said: "My policy is railways." The policy of the Conservative party is still to-day as it was then, a railway policy. We know what that policy has done to develop the resources of the country. Where should we be to-day if the 10,000 miles of railways which make up our admirable system of railways did not exist? Where should we be without the Grand Trunk, against which our friends opposite fought so violently, as they did against all great measures of public interest which were advocated by the Conservative party? Where would we be without the Intercolonial and the Pacific Railways, which will give us a through line of railway from ocean to ocean? Even in 1872 Sir George Etienne Cartier, while proposing in this House the great measure of the Canadian Pacific Railway, said: All aboard for the west! It is very well known that nobody attached more importance than he did to the construction of that great railway, for in the Bill which he succeeded in having passed in the old House, it is enacted that the construction of the Pacific Railway will be finished within ten years. I regret that the hon. member for L'Islet (Mr. Casgrain) is not in his seat, for I would take this opportunity to reproach him with having written a most unworthy page, a very regrettable page, a page which can never be forgiven. In a book which he has published lately, which was in itself a fault, for the book was written in order to justify one of the greatest outrages that was ever attempted against the responsible system in this country, to justify that which has been called the *coup d'état*, the hon. gentleman has taken occasion to throw mud at his opponents. He has chosen to enter into the private affairs of a man who is no more here to defend himself—a man whom he never would have dared to fight face to face—but who has left followers and admirers who will be equal to the task of defending him. The member for L'Islet has attacked the memory of Sir George E. Cartier; he has entered into the domain of his private life to vilify him. But I am happy to state that there are many Liberals to-day who, reviewing the political career of our late lamented chief, do not hesitate to admit that he was a great patriot and a friend to his country. And this House has echoed public gratefulness by erecting him a monument that all the scribblers in the world are unable to disfigure. The hon. member for Lotbinière complains that we are proceeding too rapidly with the construction of the Pacific Railway in British Columbia. I am sorry to find that my hon. friend has completely forgotten the history of his party; because, before he left power, Mr. Mackenzie declared, in this city of Ottawa, in a speech which he delivered against my candidature in 1878, that he had asked for tenders for the construction of the Pacific Railway in British Columbia. And yet we see the Liberal members upbraiding the present Government for pushing too rapidly the construction of that section. Not only do they blame the Government for building rapidly the British Columbia section of the Pacific Railway, but I have heard, with still greater surprise, the hon. member censuring the Government for building that section which is situated on the north shore of Lake Superior. On this point, as on the other, my hon. friend forgets the history of his own party. In 1880, his own leader, the hon. member for West Durham, said:

"I should not be surprised if some hon. member from Quebec had indicated to the Minister of Railways, in language as strong as was consistent with the politeness due to a powerful Minister, that it was essential that he should throw out, at any rate, some ray of hope, however faint, that at some early period the Quebec railway should be connected with the through line; that he should say to the members from Quebec: Gentlemen, at the present time we can only burn the candle in the middle, and at the western end, but the time will come sooner than you expect, when we will burn it in the middle and at both ends, when it will be alight in the east also. Quebec may expect the eastern end to be commenced when the western road is finished—that is, that it

will be begun in 1890, and may be finished in 1897, and I hope they will all be alive to enjoy it."

Again, the leader of the Opposition has shown himself a bad prophet. It is not in 1897 that the section on the north shore of Lake Superior will be completed, but within a few months, after wonders of activity, which ought to deserve his approbation. Not only that, Mr. Speaker, but the newspaper which is the organ of the Liberal party (the *Globe*), whose authority my hon. friend will not gainsay, said, with regard to Lake Superior, in 1871:

"Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry through their own territory, and in putting things in a fair way for the Canadian Pacific Railway. It is a question not merely of convenience but of national existence; it must be pushed through at whatever expense. We believe it can be so pushed through, not only without being a burden pecuniarily to Canada, but with an absolute profit in every point of view. Without such a line a great British North America would turn up an unsubstantial dream; with it, and with ordinary prudence and wisdom on the part of her statesmen, it will be a great, a glorious reality.

"Instead of the fact that the North Pacific is under construction being an argument for allowing the Canadian project to lay in the meantime in abeyance, it affords the strongest reason possible for its being pushed through without delay. Politically, it is a manifest and pressing necessity, while commercially it is as evidently of the highest importance for Canada. In this way alone can this country have any chance for her fair share in the lucrative trade with the North-West, which will assuredly spring up, and in the varied traffic with the Pacific world, which, to a great extent, will pass through Canada territory, if once what will be the shortest and easiest route from ocean to ocean is in working order."

It will be seen, by these few extracts, that the opinions expressed by our hon. friends opposite are exactly the reverse of the opinions expressed hardly a few years ago by their chiefs and by their principal organ in the country. We are told that the construction of the Pacific Railway is being carried on too rapidly. That is the opinion of the hon. members opposite, but that is not the opinion of the country. The settlers who are disseminated along the line of that immense route, which has 3,000 miles in length, the settlers who are lost in the immensity of the prairies and even along the shores of the Mackenzie River, who are without communication, either direct or indirect, with the civilized world, will not think that the construction of that railway is going on too rapidly. Neither will the traders of Manitoba, of the North-West, and of British Columbia, who have to import goods from the eastern Provinces, think that the construction is going on too rapidly. The manufacturers who have a surplus of production in the old eastern Provinces, and who reckon on being able to dispose of their surplus at profitable prices on the western markets, will not think that we are constructing this road too rapidly. The whole commercial world, who recognise in the Pacific Railway the most direct route between Europe and Asia, will approve of the rapid construction of that railway. No, Mr. Speaker; the construction of the Pacific Railway will not be completed a moment too soon. Thirty years ago, in the *Revue des Deux Mondes*, a prominent economist, Mr. Langel, published an essay on the proposed transcontinental lines of the American continent, and speaking of this enterprise he said: "The proposed undertaking in Canada is simply a dream, but if ever that road is constructed it will create a perturbation in the business of the world." And the London *Times* said that the construction of the Canadian Pacific Railway would be one of the most brilliant achievements that any country in the world could ever boast of. The hon. member for Lotbinière concluded the other day by speaking to us about the programme of the Liberal party. I should be very happy to know exactly what that programme is. I have taken a great deal of trouble to find out what it was, but without success, up to the present time. The Opposition is against every thing which is proposed by the Government. That is about all the programme they have. It seems that the same ignorance prevails on the other side of the House among the members of that