

assured that, while they have no definite pledge or written obligation to show as the result of their mission, they can with a certain degree of assurance feel satisfied that their bringing the subject before the Dominion Government and representatives of the C. P. Railway in person, has invested the demand for Canadian outlets for the national railway with an importance it had not hitherto enjoyed. That our demand is accepted as reasonable has been granted by leading statesmen both on the Government and Opposition sides of the House, by the leading newspapers of the Dominion, and by commercial men of the business centres. And the same policy which dictated the building of the C. P. Railway north of Lake Superior, and which to-day provides for the connection between Calendar and Gravenhurst and Calendar and Ottawa and Montreal, must also provide for the connection by a commercial route between Montreal and the ocean at Canadian ports. It cannot be that tens of millions of acres of prairie lands and scores of millions of dollars taken from the people of Canada and handed over to a great corporation, not only to build a great trunk line, but in making connections as feeders, should end in our country becoming tributary to foreign ports. To build this great trans-continental railway a heavy burden is laid upon the people of the whole Dominion—one fourth, at least, upon the people of the Maritime Provinces. To some extent the Province of Quebec receives, by repayment of subsidy advanced, a direct compensation for its share of outlay. The City of Montreal has already reached, and will still further enjoy, great advantages from its connection with the Canada Pacific Railway. The Province of Ontario is traversed by the great road, which aids in enriching its people and conferring immense benefits upon them. So the Maritime Provinces in demanding a commercial connection with the C. P. Railway, are simply asking what is justly due them, otherwise their people will suffer intolerable injustice. Your delegates did not fail to present this view of the case to all with whom they came in contact, and at the same time, they did not fail to state that one great procuring cause of Confederation was the statements of such great statesmen as Hon. G. E. Cartier, Hon. George Brown, Sir John A. Macdonald, Sir Charles Tupper, Sir E. Tache, Sir A. T. Galt and others not less eminent, that the rich products of Canada and the far West could pass over our own territory to our own ports, and that all the great resources of the West would come over the immense railways of Canada to the bosom of the unrivalled harbor of Halifax. Until this is accomplished the engagements of the projectors and promoters of the confederation of the Provinces of British North America are unfulfilled. To carry out these pre-Confederation engagements is an easy matter to the statesmen who have built the trans continental railway in so short a time, and the obligation given to a million of people on the Atlantic coast is no less binding than that given to a few thousands on the Pacific coast, and that sense of honor that characterized the Cabinet in fulfilling its promise to British