

properly to the Canadian Pacific Railway, and it appears as if a policy had been adopted of concluding the construction of that railway, within a very much shorter period than that proposed to Parliament last Session. It is true the Speech itself does not contain a direct statement to that effect; but it does indicate as much, since it is declared that the section to Port Moody which, by the contract, was to be completed before 1891, will be completed at the same date as the section from Savona's Ferry to Emory's Bar—that is within four years of the present time. And the published statements and utterances which have taken place upon this subject lead to the other conclusion, to which indeed one or other of the hon. members who moved the paragraph now under consideration has also alluded. Well, Sir, that and other circumstances which have occurred are, so far from being, as hon. gentlemen would appear to argue, in contradiction of the views as stated last Session, the strongest verification of those views. Last Session we declared it to be our opinion that the proposed arrangement was one disadvantageous to the country, in this: that it imposed a burden infinitely greater than the necessities of the case demanded. The answer to that argument made was this: It is true that, as far as actual construction goes, if that were all, your position, although we do not agree with your figures, is correct; but there is another element to be taken into account, namely, the element of the expense of running the railway; that is an enormous expense for which we had to make payment, and it is included in this contract sum. Our argument was that the railway ought to be pushed from Thunder Bay to Winnipeg and through the prairie section, and that the time occupied, if a season or more, in doing that, will be time not lost with respect to the construction of the ends—time not lost, but gained with respect to the cost of the work, because more information will be obtained and more population will get in—and that the facilities will be infinitely greater, and that we will be better judges with respect to the scheme without any loss of time accruing. What was the fact? That the Canadian Pacific Railway Company propose, and have arranged with the Government, as I presume from the Government having made this contract in British Columbia, to hasten the completion of the ends of the line. And what does it prove? It proves this: that they cannot believe there will be a loss in the running expenses of the railway; that they believe that to anticipate the completion of the railway by five years will not be to involve a loss in running expenses, and if that be the conclusion which we are now to reach, is it not established that the investigations, the considerations, the fresh light thrown on this enterprise in the period of one short year, have shown us that the sum, whatever that indefinite sum may be, which was added to this contract price to pay the loss in running expenses, ought not to have been added. So with respect to the eastern link. The hon. gentleman has let out some of the secrets of the negotiations—secrets which were concealed from Parliament when Parliament was called upon to decide this question—for not long since he told us, at all events he told his friends and the public have heard it, that it is true that members of the Syndicate, during the negotiations and up to the completion of the contract, were greatly opposed to any plan for the construction of the railway north of Lake Superior as involving a heavy burden. Well, we all know that they did not succeed in carrying out their desire; that the Government insisted on that portion of the railway being included in the contract; that we paid because it was included, and that what the Syndicate thought was such an onerous proposal, a proposal which they would agree to only on being proportionately compensated for the task they were asked to undertake; and therefore a very large portion of the very many millions of money and millions of acres is attributable to the representations made that this was a very onerous part of the bargain—is

now proved, according to information obtained by hon. gentlemen, to be a most valuable portion of the road; that the Syndicate will not part with it, and that what appeared to be a bad bargain proved to be a good one. That is the consequence, once again, of not adopting the policy we suggested of proceeding with those portions which were necessary for the immediate development of the country, and completing the road from Thunder Bay to Winnipeg, and looking around us a little more before we made what was believed to be a disadvantageous bargain, but which now turns out, on the statement of the hon. gentleman himself and of the Company and the Government, to be so much better even than his own followers supposed last Session. Of course, this change of policy is one which is of special interest, as it involves us in increased burdens. I quite agree that if it be true that the development of the country at each end is going to be promoted, it is another question, and it may be a fair reason for incurring that extra expenditure; but it is reasonable to point out that this is a serious change in policy whereby the expenditure which was to be spread over ten years, as far as the Government is concerned, is now to be concentrated in four or five years, involving an additional expenditure for the next four years of something over \$8,000,000. Of course, even the hon. gentleman will not assert that the interest on the money so rapidly expended, and to such an amount, will be met out of the lands—it is to be met out of the taxation of the country; and that which we said on various occasions last Session with respect to the Canadian Pacific Railway is fulfilled by the declarations in the Speech, because not merely must that large sum, to meet the interest, be paid out of the public revenue, but it appears by the statement in the Speech that a very large portion of the great sum taken from the people of the country last year in taxes has been actually applied to the construction of the Pacific Railway, and it has been built to that extent out of the public taxes. We alleged that the power which was given to the Company is inordinate, and that also has been verified, although perhaps not to the extent which it will be eventually. I do not enter into an analysis of the freight rates, but they are very, very high. I do not know on what terms the Government have sanctioned those rates, but they are such as, although perhaps bearable where produce happens to have high values and there is a large quantity to the acre—and we must not forget that the imports of the country are, to a large extent, paid out of capital—still, although bearable under those circumstances and of a less serious character, when once the settler has become a settler, the question simply is, what are my annual charges, and what are the annual returns of my farm. We find the policy of the Administration has been in the direction of giving what was asked. We find local railway charters disallowed; we find in this part of the country the indefinite powers given in that bargain availed of; we find local railways absorbed; and it is possible that those who viewed with considerable equanimity the consequences of great power being extended to a company to use in a land many many miles away and to be exercised over other persons, will now feel a little more alive to the dangerous consequences and the burdens which result from such powers when they find them exercised at their own doors with results which press upon their own shoulders. We said that Sault Ste. Marie was the objective point to be reached at that time, but that was repudiated. It was said that the right thing to do was to push for the north shore at once, to keep at a distance from Sault Ste. Marie; nay, more, we were told that it was a treasonable and unpatriotic thing to discuss connection with Sault Ste. Marie, and that those who proposed that plan—though, indeed, there was numbered among those who advocated it one short year before the Minister of Railways himself—were men who were leagued in a hostile league to the interests of this country. But we find that the Syndicate propose to go