

will be in consonance with the better opinions of the age,—which are somewhat different in various countries, according to the influence of those who own capital. In England, it is very well known, the treatment of operatives is very much more liberal and generous than in the past, but in the United States the law is far more in favor of the proprietor or the capitalist. I trust that we shall base our law upon the one that is most humane in protecting the operatives, as far as we fairly can.

The next paragraph has reference to the rapid progress of the Canadian Pacific Railway and it is probably the most important paragraph in the Address, inasmuch as the paragraph concludes with the statement that we shall be called upon to consider some of the best means for completing the railway at an early day. There are those, and they embrace a very considerable number of the people of this country, who believe that speed in the completing of that railway was not such an important factor as to necessitate a premium being paid to the company for its construction at an earlier date than was at first arranged. When the terms of the present agreement were made, it was believed that if the contract were fairly carried out and the road completed within the time then fixed, the company would do remarkably well; that it was a gigantic task and could not be finished in less time than that stated in the contract. I observe now that it is proposed to complete it in very much less time; that we are to have the railway, if money will build it, completed within the next two years. This question is one that should, I think, command the consideration of the people of this country—whether it is wise to pay a large additional sum, simply for the early completion of the line. There are many who believe also that, as the traffic of the North-West is really limited to seven months in the year, it might have answered very well if our communication with the North-West were through one of the great water-ways, by steamers via Lake Superior, up to the expiration of the time in which the railway was to be completed. Certainly, so far as immigration is concerned (which is no doubt an important element to be considered) immigrants reach our shores only between the months

of May and November; and during those periods of the year it was quite possible, with almost equal facility, to have transported them from the sea-board to the North-West, by utilizing the waters of Lake Superior, and thus avoiding, for the present at all events, the construction of the most expensive part of the railway, so far as length is concerned—that part between Port Arthur and Algoma Mills. I think, myself, that if speed in the construction is to be attended with very great cost, it is a very doubtful policy; however, it is premature to pronounce any opinions upon what the Government proposes, as they did not on the present occasion take Parliament into their confidence, and say what they think are the best means of preventing that delay.

We are glad to hear, no doubt, that the Intercolonial Railway had, in connection with other railroads, during the past year, received an increase to its traffic. We are told, also, as a matter of glorification, that the surplus exceeds that of any previous year, and are, as a consequence, led to assume that we ought to be extremely thankful to the Government for giving us that surplus. Now, I have always understood that it was not considered the very best statesmanship to be accumulating surpluses. This surplus simply means so much taken out of the pockets of the people, it means additional taxes for the people, it means raids upon the accumulated amounts in the treasury,—demands for public works which are represented as being in the public interest, but which we afterwards find had very much better been left alone. In the United States they have had surpluses, and it is one of the important enquiries at the present moment how to reduce that surplus, how to bring it down to the actual expenditure of the country. It is not considered wise or prudent statesmanship to have a surplus, more particularly one acquired as ours has been—by imposing a high tariff upon the people. One can easily measure what it is by taking the taxes that have been paid in the last three years, and comparing them with what was received in the three preceding years, which amounts to a very considerable sum. The imports increased, but the taxes increased even in a greater proportion; the duties in many instances—especially the duties of Customs—doubled,