of the cost as the work progresses; so that without calling at all on their own resources or their own credit, they have ample means not only to carry on this work, but also to purchase other roads in the country. They have become possessed of the Canada Central road, not by any payment of cash, but by a subscription of stock; and we heard lately of their purchasing the road on the other side of the river; and all this is pointed to by the hon. gentleman as evidence of their unlimited resources and their great credit. The people of this country have furnished them with means enough to do all they have yet done, and the probability is that as the work progresses they will have money enough to do all they have to do. Like a huge spider they are spreading all over this country. They are men of great energy, no doubt, who thoroughly understand the position of the country and their own position, and who are doing no more than they are perfectly justified in doing; but whether that is consistent with the well-being of this country, whether it is a state of things which the Government and the Parliament of this country should promote and foster is another question altogether. So much in defence of the position I took last year. I do not wish to speak at any length, but really, after the challenge the Minister of Railways chose to hurl at each one of us, he scarcely could have expected that we could do anything else than hurl defiance back and tell him that we are prepared to meet him on this question, or any other question, either before this House or before the electors of this country. It is amusing to hear the hon. Minister brag and boast as he did of his own wonderful achievements, and of all his policy had effected. You would suppose by that policy the whole of the North-West had been almost brought into existence, and had ceased to be a wilderness; that his restoration to office vivified that vast territory and inspired the whole people of the country to go in and possess themselves of the land. According to him Winnipeg was dead when the late Government was in office, and Winnipeg became alive, active and bustling when he returned to power. Winnipeg might have been hurt by the selection of Selkirk as the crossing place of the railroad and by the running of the line north of Winnipeg; but Winnipeg is not the whole North-West, and to the country as a whole it may not have mattered whether the chief town was at Winnipeg or Selkirk. For Winnipeg the present state of things is very much better. But, really, what ground is there for all this boasting in the hon. gentleman? Why does he seek in this manner to challenge enquiry into his whole conduct? Did he think his boasting would be allowed to go forth to the people as something the Opposition dare not contradict, knowing it to be well founded—boasting in his own grandiloquent way? We are not prepared to admit the truth of one-half or one-quarter of what he asserts, or that the late Government were lacking in energy, and failed to do all they should have done to open up the great North-West. We certainly admit he and his colleagues did do much towards opening it up. But what have the hon. gentlemen opposite done for the North-West? What is there to justify all their boasting and self-glorification? Years ago, on that side of the House, when the hon. Minister of Railways had no seat there, during the time of the Parliament of old Canada, if I have read the history of that time aright, the Liberal party were the party continually clamoring for the opening up of the North-West. They adopted the patriotic view that it should belong to the Provinces of North America, that the Hudson's Bay Company were usurpers, whose claims should not be recognized and that the country should be thrown open at once. I think they created that demand for that territory which finally effected so much. But I never heard of any Tory joining in that demand, or taking any special energetic steps towards opening up the North-West. It was only after Confederation, only when the Imperial Government desired, for purposes of its own policy, to see all those countries formed into one confederacy, that the Tories suddenly awoke to the importance of the great North-West, which they then determined, for the first time, should be opened up. But they took a very extraordinary way of opening it up: instead of insisting, as they should have done, that the North-West did not belong to the Hudson's Bay Company, and that the British Government only had proprietory rights, and should compensate that Company for its claims, and hand over the territory without price to the people of Canada—and more than that that the Imperial Government should assist Canada, then struggling and not wealthy, in opening up and governing the North-West. That was the position taken by the late Mr. Howe, when the proposal was first brought up, and it was one in which he had the support of most Liberals. But hon. gentlemen opposite took a different course; they bought out the claim of the Hudson's Bay Company for £300,' 00 sterling. I said then, as now, that it was a mistake to pay that amount, but a greater mistake to allow them to retain 5 per cent. of all the lands in that territory. Next, those hon. gentlemen went to work and commenced the Dawson road. We do not hear them boast much of that work, though we hear something of the Fort Frances Lock. Nor do we hear much of the steamboats built up there, at that lock, which, I am told, are now nearly rotted, though they might have been very useful in opening that part of the territory, as might also have been the lock if properly looked after. What next did they do? They granted a Constitution to the North-West which recognized no rights on the part of the people, and which treated them as more worthless than the buffalo. It did not recognize in them rights in property possessed by themselves and fathers for generations; and hon. gentlemen opposite selected a Governor for them whom the people up there had learned to fear. The people were thus goaded into rebellion. Is that something of which hon. gentlemen opposite are proud? Will they recall the memory of those times with all the self-satisfaction and glorification which the hon. Minister of Railways likes to engage in? We had a rebellion and sent up an army to subdue the rebels. We had all the cost and glory, and we found the people there quailed before our armed force and showing a desire to be peaceable. I do not know that we treated them very well; they lost a large portion of their independence and were branded as rebels and outlaws; and it was not till the successors of hon. gentlemen opposite had time to deal with the subject, some time after, that peace was finally restored. Then they made with British Columbia this extraordinary bargain that we were to commence within a certain time and to complete within ten years a railway from the existing system of Canadian railways across the whole continent to the Pacific Ocean.

Mr. PLUMB. The Americans did it in six years.

Mr. ANGLIN. If all the Americans were like the hon. gentleman they would build it in less time. We never thought that it was a thing we could do in six years, and hon. gentlemen opposite have been in office for more than six years since the day the bargain was made, and the road is not yet completed. They made that extraordinary bargain, and many times since they have endeavored to draw public attention from the nature of that bargain, because the hon. member for Lambton consented to the Carnarvon Terms. The hon. First Minister has said over and over again that by consenting to those terms, the hon. member for Lambton increased enormously the obligations of the country, seeking to excuse his policy by repeating that assertion — an assertion which is entirely contrary to the fact. Well, they made that bargain, and introduced a Bill to provide for the con-