

in the vicious economical system which we have followed for several years? By the fruits ye shall know the tree, and what are the fruits of this tree? Rings, monopolies and combinations, which increase the wealth of individuals at the expense of the community—rings and combinations by which greedy men secure by law from foreign competition, are holding the people of this country in their claws, and wringing from them—out of their bread, their fuel, their very necessaries of life—an unfair and illegitimate gain. That is the position of affairs, and that position cannot be long tolerated. I say it is the duty of the people of this country and of Parliament to apply themselves at once to the consideration of the condition of this country, and to take steps to put an end to that condition. We must go further—we must also do something to put an end to the emigration from the country; we must find the means of keeping in our own country our own population with which God has blessed us. It is not only general considerations of policy, but even financial reasons that should make us feel bound to take that course, because to-day we are saddled with financial liabilities which we have incurred under the expectation that we should have in the country not only our own population but a large influx of foreign population. It is a matter of history, which cannot be contradicted, that the people of this country would never have consented to the construction of the Canadian Pacific Railway, had they been led to understand the cost of it would have to be defrayed by increased taxation. While they were willing to build the road, they always insisted that its construction, whether rapid or slow, should not anticipate, but should go on concomitant with our power of bearing taxation. They always insisted that the construction of the Canadian Pacific Railway, whether rapid or gradual, should keep pace with the resources of the country. That condition was expressed in Parliament again and again. We find it expressed in the very first Act passed, the Act of 1872. In that Act it was provided:

"Whereas the House of Commons of Canada resolved during the said last Session that the said railway should be constructed and worked as a private enterprise and not by the Dominion Government, and that the public aid to be given to such undertaking should consist of such liberal grants of lands, and such subsidies, in money or otherwise, without increasing the present rate of taxation, as the Parliament of Canada should thereafter determine."

Such was the very first, the initial step, taken in the construction of the Canadian Pacific Railway. Two years later, after a change of Government and also after a change of policy, when the Government undertook to build the railway themselves, they determined that it should be built exactly upon the same lines—that is to say, without increasing taxation. After reciting the history of the case, the resolution goes on to say:

"And whereas it is proper to make provision for the construction of the said work as rapidly as the same can be accomplished without further raising the rate of taxation."

Two years later this feeling was so much ingrained in the minds of the people that it was thought proper, when a sum of money was required, to go on with the construction of the road, that is to say the preliminary work, to add the following rider to the proposition:

"While granting this sum, this House desires to record its view that the arrangements for the construction of the Canadian Pacific Railway should be such as the resources of the country will permit without increasing the existing rates of taxation."

There cannot, therefore, be any doubt at all that the object of the Canadian people ever was to keep the cost of construction of the railway within the existing taxation of the country, and to prevent its being made an additional burden. To-day, however, despite this oft-reiterated desire, the people find themselves saddled with an enormous debt, and that in the teeth of these resolutions which still stand upon our Statute-books as the law of the land. Though this law has never been superseded, the resistance of the people was

overcome. And how? It was overcome by the delusive promises and by the fallacious statements that the rapid construction of the railway would bring such an influx of population into our territory that there would be no necessity to increase taxation. I beg the House to keep this fact well in mind: that one of the conditions under which the railway was built was the expectation of the people that its construction would bring so great an influx of population into our unsettled North-West, that the cost would not bear upon the people. That was the statement made by the right hon. gentleman himself. He stated, in 1880, after he had come back to power, that, for that year, he calculated the number of immigrants who would come in our North-West, would be 25,000; he calculated upon an increase of 25,000 for the following year, and so on until 1890. Here is the very language he made use of:

"Then we calculate that as 25,000 people will go in this year, we may add, each year, an increase of 5,000, so that we may expect 30,000 to go in next year. This is a very small percentage, if we look to the results from railway enterprise in the United States. We assume, therefore, an increase of 5,000 a year till 1890, and expect in that year 75,000 settlers in our North-West. I think that is a very moderate estimate. On those figures the estimate of the total cash revenue to be received for the lands by 1890, is \$38,593,000."

Then he went on to say what would be the revenue not collected, and he estimated it for mortgages on pre-emptions \$16,430,000, mortgages on railway lands, \$16,272,000, making a total of \$71,395,000 upon which to put the cost of the Canadian Pacific Railway. The calculation would have been perfectly right and legitimate had the expectations of the right hon. gentleman proved true. If we had received immigrants at the rate of 25,000 a year, if we had received something like these figures, nothing could be said against this policy now. If to-day, though we have not reached 1890, we could depend on something approaching those figures, the calculation of the hon. gentleman would have proved true, and the people would have not more taxation to bear than they had formerly. True the hon. gentleman was good enough to deduct from his estimate \$2,000,000 for expenses in collecting the \$72,000,000, leaving at least \$69,000,000 available cash to meet the liabilities incurred by the country in the construction of the road. Some time later, the then Minister of Railways (Sir Charles Tupper) dilated upon the same idea. He did not altogether corroborate the figures of the right hon. gentleman—I do not mean to say that he at all controverted them—but he went on to another side of the argument, and said that the increase of population would, in all probability—not in all probability, but certainly—bring into the Treasury \$60,000,000 Customs revenue received from those immigrants. He said:

"But supposing the land does not give us that, we have an authority which hon. gentlemen will accept, that the Customs revenue from the people who will go into the country during the next ten years will furnish the interest on \$60,000,000."

Well, the census of Manitoba, and the census of the North-West Territories have dispelled all those great expectations; and as to the sale of the lands, instead of receiving \$60,000,000 or \$70,000,000, we have received, from 1880 to 1886, just \$4,351,515.

Mr. MITCHELL. That is about as near as he generally gets.

Mr. LAURIER. That is not yet all received, because out of that we have to deduct \$3,500,000, for surveys and expenses connected with the surveys, which leaves the small amount of \$700,000 or \$800,000, and if from that we deduct the other expenses, we will find that absolutely nothing is left. So that of all the great expectations we were deluded with as to the \$70,000,000, which was to go into the Treasury to defray the taxation of the people, we have not yet received one cent nor can we depend upon receiving one cent. The result is that while it was contemplated