

of new Quebec, together with the region lying between Etcheman and St. Francis river, back from the south shore of the St. Lawrence, will also be the centre of large and prosperous settlements which will furnish a market for our manufacturers. Our people in the east are certain to benefit also by the impetus that will be given to immigration into the North-west. For my part, while I like to see the North-west grow, I do feel that we should take advantage of every possible means to develop the east. We in the older provinces assumed a very heavy responsibility when we built the Canadian Pacific Railway, and I may be pardoned if I contrast, in a general way, the terms and conditions of the two contracts. If, in 1880, this country was able to spend \$135,000,000 or \$140,000,000 for the purpose of building a transcontinental road—or rather a portion of a transcontinental road—this country now, having a far larger population, having a revenue twice as large, ought to be able to undertake with a light heart a scheme of this kind, which calls for, at the outside, an expenditure of but \$14,000,000 or \$15,000,000. I might add that nobody now would undertake to say that, although the terms under which we secured the building of the Canadian Pacific Railway were severe, although we had to pay a great deal for it, after all the advantages have not more than paid for the outlay. Another thing I would say about the proposition before us is this, that it carries with it no land grant, that our public domain in the future, except that which was bartered away in days gone by by the Conservative regime, will be kept for the settlers. In addition, this contract carries no tax exemption; and, most important of all, the government have secured absolute control of the rates, whereas under the Canadian Pacific Railway contract, the government cannot touch the rates until the company will have earned ten per cent, which means that the rates can never be touched at all.

When this railway is built, not only will it develop the great North-west and British Columbia, but the hinterland of Ontario and Quebec, and thus enable us to secure, not only a convenient exit for the products of the North-west to the sea, but a market for our manufactured goods, and the rates of freight in each case will be lower than they are at present. In that way this scheme will be a vast advantage to the eastern manufacturers, and give the people of the east some return for the heavy outlay they have made to secure railway facilities for the west.

In one of his speeches, the great Edward Burke drew a striking picture of the growth of the thirteen colonies, which, without doing violence to the proprieties or to truth, one may, with the alteration of a word or two, apply to the Canadian North-west:

Suppose that in the year 1870, when this region was joined to confederation, the angel of

some auspicious youth in old Canada had drawn up the curtain, unfolding the rising glory of the new land, and had said: 'Young man, there is the North-west, at present a seminal principle rather than a formed body, which now serves for little more than to amuse you with stories of savage men and uncouth manners, yet shall, ere you taste of death, possess over half a million prosperous people and take its place—this child of England's old age—as one of the principal exporters of food to the United Kingdom. If this state of the North-west had been foretold, would it not have required all the sanguine credulity of youth and all the fervid glow of enthusiasm, to make him believe it'?

Now, Sir, whilst we are all proud of the strides made by the North-west, and have high hopes of its future, we in the older provinces have reason to rejoice that our interests and our welfare are also being consulted by the present policy of the government. This is what makes it a truly national policy in a far wider sense than that in which the phrase is used by our protectionist brethren. It is a policy which, besides peopling the North-west and British Columbia, adds greatly to the economic and industrial possibilities of Quebec, Ontario and the provinces down by the sea, the original partners in the compact of confederation, who have so far borne the heat and burden of the day without receiving any very direct benefit. It is a policy, in short, that not only helps new Canada, west of Lake Superior, but old Canada as well. And henceforth we in the east, as an unselfish parent, can turn with enthusiasm to the labour of developing our new empire added to our present estate by this new railway, so that we may not be outstripped whether in material or political importance by our vigorous sons in the west. Now, perhaps I have kept the House too long. But I do wish to say that I believe thoroughly in this transcontinental scheme, because it is a Canadian scheme; because, starting from the golden Pacific, it runs to the broad Atlantic over Canadian territory; because it meets the aspirations of the people of this country to be a nation; because it will do more than anything that has ever been done before to unite the provinces which compose this Dominion, and to make all the people feel that they belong to Canada, to a nation that has a great future; because, in short, it will develop a national spirit. I think it was in that spirit that this scheme was conceived by the right hon. leader of the government, and I think to him is due the credit, as these delicate negotiations were conducted largely by himself. And I think the country generally will admit that the terms he has secured are far better than could have been anticipated. The outlay is a mere bagatelle, considering our resources; and if there is any risk, it is largely shifted to the shoulders of the Grand Trunk Pacific Railway Company. And it is a great thing, in a scheme of this kind, looking to the construction and operation of a transconti-

Mr. PARMELEE.