

into that country will involve a large expenditure, and if that money were expended in additional provisions for the Indians, it would have a better effect. The sending of a body of troops into that country can have no lasting benefit. The existing evils can only be alleviated by a different course of treatment, and I think it is the duty of every man who prides himself in being a Canadian to see that those unfortunate wards of ours are treated in a more Christianlike, and a more humane manner in the future than they have been in the past. It is notorious that large bands of Indians have been during the last two years absolutely starving to death. The accounts that have come from different quarters are too well authenticated to be doubted, and therefore it is of the highest importance that the attention of the Government should be called to it, and that a more vigorous effort should be made to see that the money appropriated by Parliament for the support of the Indians should be fairly and honestly distributed.

Coming down to the paragraph of the address relating to the Canadian Pacific Railway, I can cordinally acquiesce in and endorse all that has been said, both by the mover and seconder of the resolution, in reference to that great enterprise. The people of Canada in 1882 approved of the policy of the Government in building that road by a body of gentlemen known as the syndicate, and the road having been given over practically to them, of course very large latitude was to be permitted as to whether the road should be finished in 1886, or at any later period. Speaking now for myself, and not as the representative of any body of gentlemen either in this House or out of it, I had always very grave doubt of the wisdom of forcing the building of that road through as an all-rail route to the Pacific at so early a period, believing that it would be very much better that the development of the North-West should have proceeded *pari passu* with the building of the road, and believing that very little was to be gained by its extension to the Pacific coast. I am free to confess that during the last year my views on that question have been very much modified—in fact very largely altered. It is one of the singular features of the building of

a railway in any new country, that it is sure to develop sources of traffic that even the most far-seeing could not have conjectured. It must be a cause of great gratification to every Canadian that that road is now on a fair paying basis. The price at which its stock has been held in the market, having gone up some 40 per cent in the past few months, is the best testimony of the opinion of the moneyed men of the world as to the solidity of the Canadian Pacific Railway as a paying enterprise; and it must be a feeling of relief to the people of Canada that they are not to be burdened with any expense in connection with the keeping up of the road, as was a few years ago anticipated. We know that even Sir Charles Tupper himself, who was always sanguine as to the ultimate success of the Canadian Pacific Railway, and those who thought with him, believed that after the road was constructed it would require something in addition to its own earnings to keep it running from ocean to ocean. Happily the results of the last few months have removed any doubt as to the enterprise being able to take care of itself. The amount of traffic that has come over the road has been in a large measure unexpected. The fair promises of the people of England, which, I have no doubt, will be carried out, making it to some extent a highway between England, and China and Japan, will give it great support and assistance, and, perhaps another great and important source of profit which has been discussed in the press, is the circumstance that it is likely to be a powerful competitor of some of the American railways. It is a matter very well known to those who have taken an interest in the subject that the traffic from San Francisco is carried to the east by the Southern Pacific Railway, and that the relative distance over the Canadian Pacific Railway is vastly in favor of our road, and we see by the public press that it is already discussed in San Francisco that in the coming summer the Canadian Pacific Railway is likely to bid for a very considerable share of the through traffic from California to New York and the Eastern States. Therefore, I think that it is fairly a subject that we can all cheerfully congratulate the country upon, that this road is to be a paying road—one that