

Indian rising ought to be somewhat discounted. The suggestion has been made before, and I think possibly there was some reason in it that the Indians at the close of the recent disturbance should have been at least partially disarmed. I also feel, as I felt at the time the disturbance broke out, that it would have been wiser for the Government to entrust the defence of that country to the local forces, the people on the spot. They are more directly interested in preventing any armed outbreak than we are; and if local volunteer corps were organized in the dangerous districts they would, with comparatively little expense to the rest of the country, prevent any risk of outbreak.

The third paragraph of the speech congratulates us on the practical completion of the Canadian Pacific Railway. In that congratulation I can most heartily concur; and the reason why I do so is this—so long as that railway was in an incomplete condition we were never sure that a Session would pass without bringing the Canadian Pacific Railway Company to our doors asking for more money. I do not feel very sanguine yet that we shall not have another application; but I am happy to think that the time for these applications is nearly over.

HON. MR. PLUMB—We have not lost anything.

HON. MR. POWER—More than one hon. gentleman has dwelt with a good deal of feeling on the energy and wonderful enterprise shown by the Canadian Pacific Railway Company in the construction of the work which they had on hand. The hon. gentleman who seconded the address was one of them, and I think the hon. leader of the Opposition was another. It does not seem to me that, when the country supplies all the money that is required and a great deal more than is absolutely necessary, and supplies it with a ready and lavish hand, the people who spend the money deserve a great deal of praise for displaying energy. With abundant labor and means at hand to carry out such an undertaking it is not difficult to prosecute it rapidly. I venture, now that the work is nearly completed, to doubt the wisdom of the haste with which it has been carried over the

mountains by what I consider to be a bad route, and of the speed of its construction north of Lake Superior. However, this is not the time to discuss this question, and I do not propose to go into the reasons *pro* and *con*. I think, with respect to the reports and statements which we have as to the earnings of the road, that they should be regarded with a certain amount of doubt. I may be mistaken; but I believe that in these statements we get the earnings of the leased lines as well as the earnings of the main line, and I should be very much surprised to learn that the main line of the Canadian Pacific Railway is paying its working expenses. There is one reason why as a British subject one cannot but feel pleased that the road is practically completed, and that is in case of difficulty between England and Russia, or some other country, this Canadian Pacific Railway will be available for Imperial purposes. That suggests another consideration. If this road is built, as it has turned out to be, largely for Imperial purposes, the Mother Country should to some extent contribute towards the cost of its construction, and not leave the whole burden upon her colony. I do not know how my hon. colleagues from Nova Scotia feel, but I could not help thinking, when listening to this paragraph in the Speech and to the congratulatory comments made upon it, that down in Nova Scotia we had very little reason to congratulate ourselves upon the completion of the road. We were given to understand that that road would be brought to us—that we should be connected with its present terminus by the shortest and best practicable line. That hope has been disappointed, and on that point we have had expressions of opinion from bodies authorized to speak for the mercantile community of Nova Scotia. Then, while the 20,000 people of British Columbia have connection by the Canadian Pacific Railway with the centres of population, the great island of Cape Breton, with a population five times as large as that of British Columbia, and which has been a portion of the Dominion for several years longer than the Pacific Province, instead of having a railway has still to be contented with a survey and with promises. I hope that now that the Government have built their road as far as they can to the