cle to offer

Hav

you to

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maker and

all our difficulty. The German Surtax. at the same time the obnoxious clause (Applause.) was removed. But Germany would not The Circuitous Intercolonial.

surtax upon German goods, and said scribes a complete semi-circle. that in this matter we would compel C.P.R. and Intercolonial. Germany to give us justice and fair a small nation could compel a big na- we had the C. P. R. That was a great tion like Germany to respect its man- undertaking. The Liberal party never bood. It is because the Canadian approved of the terms which were Government has shown that it could granted to the C. P. R., but as to the grapple with great subjects that it has scheme itself we always approved of it. commanded the respect not only of It was an article in the programme of Great Britain, but, I may say, of all the Mr. Mackenzie. The railway in 1885 civilized world. The name of Canada | had been completed from Vancouver on to-day is not what it was eight years the Pacific Ocean to Montreal, but at to me in this alone there would be sanctioned and permitted the extension people of Canada. (Applause.) cause for the renewal of the support of the Grand Trunk Railway to Portland Cost of the Railway. eight years. (Applause.)

which you have given us for the last on foreign territory. In the year 1885 The National Transcontinental.

grapple with the new transportation to be built from Montreal to St. John problem which confronts us, and to build a railway from the Pacific Ocean to the and Halifax. fore you under no false pretence. I an irreparable mistake, and one for sixty-four millions of dollars, and I have fought him alone it was considered advisable to get him alone it was considered advisa Atlantic Ocean on the other side of the C.P.R. Line Through Maine. appear before you, I appear before the Canadian people, as the exponent of that author this position, that at this time of the appear the canadian people, as the exponent of that appear the canadian Government upon this position, that at this time of the appear the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon this position, that at this time of the canadian government upon the canadi tion of a railway from a Canadian port port upon the Atlantic Ocean, and every exposition of the project. You understand it and approve it. We are just at the beginning of the twentieth centers, and are the fullest confidence, because I have to build this posed of, to construct another Governing of the twentieth centers, and are the fullest confidence, because I have tawa as representatives from the Proposed of, to construct another Governing of the twentieth centers, and are the fullest confidence, because I have tawa as representatives from the Proposed of, to construct another Governing of the twentieth centers, and are the fullest confidence, because I have tawa as representatives from the Proposed of, to construct another Governing of the twentieth centers, and are the fullest confidence, because I have tawa as representatives from the Proposed of the twentieth centers, and are the fullest confidence, because I have tawa as representatives from the Proposed of the twentieth centers, and are the full taken to the full taken taken taken to the full taken t at the beginning of the twentieth cen- railway, to have a railway absolutely one millions of dollars, including intertury. We are in the year 1904. We of our own, upon Canadian territory, on est. When we have built the railway after him Mr. Haggart, and after him ment railway. That is the position I are a nation of six million people al- Canadian soil. It is true it has been we shall lease it to the Grand Trunk Mr. Blair, an able man, if there is one, take." ready; we expect soon to be twenty- asked in the House of Commons, "What Pacific Company, who shall operate it, and after him we have Mr. Emmerson. The opinion of another leader of the five, yes, forty millions. There are is the use of this new railway? You and for that they agree to pay us a rent The tale has always been the same—a Conservative party, Sir Mackenzie five, yes, forty millions. There are is the use of this new railway? You and for that they agree to pay us a rent of the tale has always been the same and so quoted, and is in part has ever known. (Cheers.) It is best of the communication over the C. to be represented by three per cent. upmen living in this audience, men over there (pointing to the top gailery), the hope of the country—(Applause)—who before they die, if they live to old age, will see this country with at least easy, will see this country with at least easy millions of people. (Renewed applause.) Under such circumstances or shall we be content to grow up in a spigulate or shall we be content to grow up in the country and the country and the country with at least easy is for my own part, I make no hesistation in eaying that I am an admirer there (pointing to the top gailery), the country with at least east easy is found as follows:—

Where and the country with at least east easy is found as follows:—

Where is he country with at least the Intercolonisal Railway as a sample of this country with at least east one without the final and the presented by three per cent. Upon the cost of construction. That is to be cause in every public utterance, in the country with at least say, if our calculations are correct, as we shall change all that."

Yes, and over American territory?" Yes, and this is one of the very reasons why I want this new railway. Our relations with at least the Intercolonisal Railway as a sample of the country with at least east of the future, all I have to find in the ranks of his party a better and in the cost of construction. That is to be on the cost of construction. That is to be on the country with at least east was a sample of the country with at least east of the future, and the country with at least the find the country with at least east of the country with at least east of the country with at least say, if our calculations are correct, as we shall that in power and the country with at least east was a sample of the country with at least east of the country with at least east of the country with at least of the country with at least in power and the country with at least east of the country with at least in power and the country with at least of the country with at least in power and the country with at least or shall we be content to grow up in tation in saying that I am an admirer upon that sum of money. the gutter and not take steps towards of the American people. I admire The Western Section. our higher destiny? It is often the their energy, I admire their enterprise apprehend fully the necessities of the in the short eight years that I had been Winnipeg to Port Simpson, where the which he wants extended to the Pacific— Winnipeg to Port Simpson, where the which he wants extended to the Pacific— Winnipeg to Port Simpson, where the which he wants extended to the Pacific— which he wants ext situation. They fail in boldness. That in office that if you want to keep the road is to be built by the G. T. P. Comis not and never shall be the case with best possible relations with our neigh- pany, and on the mountain section, deficit. the Government which I represent be- bors the best way is to be independent which extends from the prairie to Port Operation by Government. fore you to-day. (Applause.) We of them at every point. (Loud and Simpson, about 480 miles, we shall guarotherwise, we shall not err because of want of boldness. (Renewed applause.) We want to grapple with the problems that are before us, and I am free to say, gentlemen, without undue boast, that during the last eight stopped at the frontier of the State of the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that kenzle had spent millions and the Conservative party are taking their ing and discussing public questions that country. Who, Mr. and the Conservative party are taking their ing and discussing public questions that the Conservative party are taking their ing and discussing public questions. The Conservative party are taking their ing and discussing public questions. due boast, that during the last eight years we have never failed to grapple with any difficulty which has risen with any difficulty which has risen with any difficulty which has risen whom Mr. Borden has of our country has ever yet been found factors and it is an act of country has ever yet been factors and it is an act of country has ever yet been factors and it is an act of country has ever yet been factors and it is an act of country has ever yet been factors and it is an act of

necessity in order to repair the errors of our predecessors. It is now fifty years, perhaps a little more, since the first link of the great system now known as the Grand Trunk Railway was commenced. That link was between Montreal and Toronto. The railway between Montreal and Toronto. The railway between Montreal and Toronto, if it is now fifty year, a few was perhaps a few long of canad and the great system of the property of the whole of this road of the man of the was find away from the principles it advocated way from the p

England must advance or Canada must to the sea? The railway had to be recede." These words were quoted the extended to the Atlantic Ocean, but following day in all the press of Great where was a harbor to be found? There Britain. They were repeated day after was Portland, not far from Montrealday and week after week, and the con- only three hundred miles away-but sequence was that some two months Portland was in American territory, and afterwards the treaties, the obnoxious it would have been good policy at that treaties, were denounced by the British time to have found a harbor in British had been, as I told you a moment ago, a sensation when we launched our preference, there was another sensation this time, not in Great Britain, but all over the continent of Europe. There was a fixed party of the continent of Europe. There was a fixed party of the continent of Europe. There was a sensation wobbled, and they wobbled. (Laughter and loud cheers.)

In the session of 1903, when we first production of the tory, not yet Canadian territory, because I find one of the all over the ocean. Therefore he is the continent of Europe. There was a tion, though it was in the air. The the leader, Mr. Borden, my friend Mr. prove to be as accurate as we think ways considering how to bring traffic to proceed Sir Wilfrid said: I hope to leader, Mr. Borden, my friend Mr. prove to be as accurate as we think ways considering how to bring traffic to proceed Sir Wilfrid said: I hope to leader, Mr. Borden, my friend Mr. sensation in France, in Italy, in Bel- men of that time should have thought Borden—we are on good terms, thank they are. I ask you, my fellow-citi- to his road. Do you think it would live to see the fertile west, into which those who are hostile to him. by those gium, in Germany, all over the contin- of the time, not far distant, when a heaven; we know how to preserve the zens, if we can get that tremendous be possible for the Government to do thousands and thousands are the continent. Who was that young Canada railway between Montreal and the Mar- amenities of public life—but, sir, why railway for \$14,000,000 do you think the same thing? (Cries of no.) Sup- crowding every year—I hope to see the him, by those who would say that bewhom nobody had ever heard of? Who itime Provinces would be a necessity. do I say this? Mr. Borden builds that road, and goods of Ontario and Quebec carried by the same thing? Consider the same thing? Who itime Provinces would be a necessity. do I say this? Mr. Borden builds that road, and goods of Ontario and Quebec carried by the same thing? was that Canada who had compelled the British Government to take a step which it had up to that time refused to which it had up to that time refused to what he canada the canada that road, and goods of Ontario and Quebec carried to the solution and Quebec carried to the canada the canada taxpayers, when I tell though there may be beautiful scentile the man scentil the British Government to take a step which it had up to that time refused to take? From that moment the same of Canada had been before the world, in Europe especially. But that was not Europe especially. But that was not made. (Applause.) I make no re-The treaties which had been nego at that time. It is therefore all the Canada Atlantic from Coteau to Geor- Let me now examine the plan of Mr. Order to realize that it is preposter tion of seeing it. (Cheers.) Two years tiated by Great Britain with Germany more necessary that we should not re- gian Bay, then to build a railway from Borden, who wants to have this road and Belgium were useful to Great Bri- peat the mistakes of our predecessors, Georgian Bay to the line of the C. P. built and operated by the Government. Sir John Macdonald's Opinion. tain, and Great Britain entered into ne- but should look toward the future and R., then to buy the line of the C. P. R. (Hear, hear.) So far so good. Now,

she gave to Great Britain, but Germany unless there was a railway to put which everybody might understand. asserted our manhood. We put the will find that the railway almost de-

There was a second mistake. Then

they at last found their moorings. They were put in the bank to-day, would wobbled, and they wobbled, proach against the Government of that to build the railway, but to build a rail- Government. (Cheers.) way from Jacques Cartier Junction in Experience of Intercolonial. have supported them in anything else Montreal to Coteau, then to utilize the

Canadian people, and here it is :-

scheme of the Government, which is that the road ministration from 1875 to 1878 was as in respect to it by a member of the name was the signal for a burst of have to present to you, is that the road good, as honest as able management as House, who has the signal for a burst of applause, indicative of the popularity of 1882 found themselves herded in the applause, indicative of the popularity of 1882 found themselves herded in the applause, indicative of the popularity of 1882 found themselves herded in the from Moncton to Winnipeg snall be built by the Government, the section across the prairies by the G. T. P. The section across Then, sir, another mistake was made, tion from Moncton to Winnipeg will cost ability we aknowledge though we work are such that for these causes Montreal to St. John upon purely Cana-dian soil—that should have been built not based upon imagination, but based upon imagination imaginatio entirely on Canadian soil, every inch of upon the calculation of the man whom have admired him, by Sir John Macdonit—they allowed the C. P. R. to send I consider, and you will admit to be, the ald. (Cheers.) Sir John Macdonald, so creation. "Whether Libers is or two brief words to explain the rest of their views as true and independent their railway across American territory through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the State of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. Sir, in such a calculation—Mr. Collingwood through the state of Maine. doing this there was another mistake Schreiber, the Deputy Minister of Rail- ministering the Intercolonial. He was the strongest manner any attempt in capacity to-night. I can put these glad to think, we are proud to know, made, and it was for this reason, ways and Canals. Mr. Schreiber's esti-

antee the bonds of the company. Mind

which we intend to construct and to ures; I will give you the figures com- therefore business comes to the road. plan. What he proposed was this: Not before you, this scheme and plan of the think he would be allowed to put up

pay. (Cheers.)

Sir, therefore, the issue is well defin- Men Who Managed the Intercolonial. vicious, and so long as the vicious sys- other roads in the future." On the other side of the line, from tem remains-and it is the very system

Montreal for St. John, N. B., may be state of stopped at the frontier of the State of stopped at the frontier of the State of and so far I want to present the subwith any difficulty which has risen before us. (Applause.) This one was a moment eight before us. We have grappled it as we have done with others.

Mistakes of Predecessors.

There was a moment eight was intensely proposed to discuss whether or not telephores or telegraphs should not be administed by the postoffice. The ment is simply to guarantee and not to business as men engage in commerce. It is no part of the responsibility of suspense to discuss whether or not telephores or telegraphs should not be administed by the postoffice. The ment is simply to guarantee and not to business as men engage in commerce. It is no part of the responsibility of government that the believe, and we feel sure, that government of that of that system of government that the leaders of the Conservative party of the kind. It is no part of the responsibility of government of the should differ, and honestly differ, the leaders of the Conservative party of the conservative party of the kind. It is no part of the responsibility of government that the prairie section from Winders and applause.) I have no right to speak for the Conservative party of the conservative party of the conservative party of the conservative party attendant of that if the leaders of the Conservative party of the conservat

be sent to England, there to represent to the Canadian Government to the Canadian Government and the three is a section where it there is no taffic and no trade because wholly to Government operation. I wholly to Government operation. I there is no taffic and no trade because wholly to Government operation. In the use of the read for seven years for there is no taffic and no trade because wholly to Government operation. I have no the use of the read for Government operation. I have no there is no taffic and no trade because wholly to Government operation. I have no there is no taffic and that there is a section where is no taffic and that there is no taffic and that question fairly to the British people. harbor of Montreal is ice-bound for five convinced against themselves, they were is all we have to pay. We have to pay. We have to pay. We have to pay the whole road for five convinced against themselves, they were is all we have to pay. The whole road for th I told them that we had a preference months of the year. What was to be forced to admit the necessity of the pay interest upon the which we intended to give them, I statuted the obstacles and I select them to be built, and in six or seven no system of government upon the seven years; that is, upon both the which the settlers do not go; if trymen, to be built, and in six or seven no system of government upon the seven years; that is, upon both the which the settlers do not go; if trymen, to be built, and in six or seven no system of government upon the seven years; that is, upon both the which the settlers do not go; if trymen, to be built, and in six or seven no system of government upon the seven years; that is, upon both the settlers do not go; if trymen, to be built, and in six or seven no system of government upon the seven years; that is, upon both the settlers do not go; if trymen, to be built, and in six or seven no system of government upon the seven years; that is, upon both the settlers do not go; if trymen, to be built, and in six or seven no system of government upon the seven years; that is, upon both the settlers do not go; if trymen, to be built, and in six or seven no system of government upon the seven years. ed the obstacles, and I asked them to harbor was closed for five months. How to it. And now they do not assert that western and face of the globe can be found equal to the harbor was closed for five months. How to it. And now they do not assert that western and face of the globe can be found equal to the the state of the state o help us to have those treaties remov- were the people of Ontario—Upper Caned. I did it in these words: "Either ada it was then—to get their products but what they do is simply to attack, ing that period. And how much will energy he sends for him, advances but what they do is simply to attack, ing that period. I will not how with for the result of the sends for him, advances or Canada must advance or Canada must be to the send for him, advances or Canada must be to the send for him, advances or Canada must be to the send for him, advances or Canada must be to the send for him, advances or Canada must be to the send for him, advances or Canada must be to the send for him, advances or Canada must be to the send for him advances or Canada must be to the send for him advances or Canada must be to the send for him advances or Canada must be to the send for him advances or Canada must be to the send for him advances or Canada must be to the send for him advances or Canada must be to the send for him advances or Canada must be to the send for him advances but what they do is simply to attack, inguilland to the send for him advances but what they do is simply to attack, inguilland to the send for him advances but what they do is simply to attack, inguilland to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him advances or canada must be to the send for him adv not the road itself, but the method by that be? I will not bore you with fig- the money to put up a saw mill, and A Sincere Ovation. build it. Well, sir, it is true, it took a piled by the experts of the Finance De- Or if there is in any part of the raillong time for the Conservative party to partment, who calculate that what we way a mining camp where the freights to see it in operation. At this declara- Upon that subject there is no room for come to a conclusion upon it. They would pay in interest for seven years were too heavy to ship the Premier the enthusiasm discussion among us. Upon that submade many and many soundings before represents a sum in cash which, if it he puts up a smelter, and then at the broke through all restraint, the vast ject all men, he they Conservatives or

a smelter or provide, a fleet of steamers? Sir. the thing is preposterous, and you only have to consider it in

But, sir, that is not all. I can give which had taken place during the festi- We have in him and his Government a gotiations with Germany to renew the determine to build, not for the present from North Bay to Fort William, then treaty. The treaty was renewed, but day, but for the days to come as well. to assist and improve the C. P. R., then the future of this coronation of the determine to build, not for the present from North Bay to Fort William, then the determine to build, not for the present from North Bay to Fort William, then the determine to build, not for the days to come as well. to assist and improve the C. P. R., then the days to come as well. to assist and improve the C. I. R., then the constraint of the Canadian Northern to improve the C. I. R., then the constraint of the const Winnipeg, then to assist the Grand ernment railway, which we call the In- I to see you, my Liberal and Grit up this subject. And the more I look- closer alliance of all Canadian interests willing to extend to Britain, and as to Another mistake was made at confed- Trunk to build the line from Winnipeg tercolonial Railway, which, when it was friends, but you will not be offended in the line from Winnipeg tercolonial Railway, which, when it was friends, but you will not be offended in the line from Winnipeg tercolonial Railway, which, when it was friends, but you will not be offended in the line from Winnipeg tercolonial Railway, which, when it was friends in the line from Winnipeg tercolonial Railway, which the line from Winnipeg tercolonial Railway in t that we had no cause of complaint. If
Germany would do us no favor we had
no fault to find. But not only would
no fault to find the mountains, then to build a line supposed to be finished in 1875, had if I tell you frankly that whatever may the mountains, then to build a line supposed to be finished in 1875, had if I tell you frankly that whatever may the mountains of the mountains.

No fault to find the mountains of the mountains if I tell you frankly that whatever may the mountains of Germany not give us the same privilege of the country; it was recognized that and the same privilege of the administration of the ad it after we have extended the length of just, it is the sinners I want to reach. plause.) We made representations to Germany. We asked the British Government to intercede in our favor. We represent ed that if we had acted as we had acted it was not through any hostility to the plan of the Government of th ed it was not through any hostility to Germany, not because we did not love the people of Germany, but simply be Germany, not because we did not love the people of Germany, but simply because we loved England more. Notwiths we loved England more. Notwiths Germany continued to of standing this, Germany continued to of the Government of the Mr. Borden for Government of the signs that the fer to us what we considered an unjust to Great Britain a preference that we following morning it was no more. The fact is the scheme donar. (Cheen, I take the schem did not give to Germany. Under such and if you look at a map of that road When the scheme came up again for decircumstances what did we do? We from Moncton to the St. Lawrence you bate in Parliament Mr. Borden had an-means of the purchase of the Canada has cost us more money to run the because he approved of Government ple. (Applause.) Men of Toronto, I no more is to be found in British arms, means of the purchase of the country and than we have ever received from ownership or operation, but because he ask you, and this is the prayer I want in British sinews; that the beginning Atlantic. I nat was on the 3th of Early of the end has come?" And while with 1904. On the zoth of may Mr. Borden had for twenty-five time that he was building the line he forever sink the petty differences which gravity of countenance, with seriousness years, and yet in the face of that ex. advertised in the papers that he would have divided you in the past and unite Canadian people, and here it is:—

"The House is of the opinion that in
"The House is of the o "The House is of the opinion that in- political and the grand land and so much in money to any future which lies before us. (Cheers.) stead of ratifying the proposed agree- advise the extension of that railstead of ratifying the proposed agreestead of ratifying the proposed agreeway to twice its present distance. What
ment it will be more in the public inment in the ment it will be more in the public interest that the Dominion should assume
the whole obligation necessary for extending across the continent the present
the way to take its product distance. Which is one class to which above all others
never came. Sir John Macdonald was
the formed a syndicate
miles of railway, we had 3,000 miles?
The consequence to the Canadian Pacific Railway, but they
more lucky. He formed a syndicate
to which he gave enormous grants, but
the Canadian Pacific Railway, but they
is one class to which above all others
to which he gave enormous grants, but The name of Canada then was Montreal the C. P. R. found itself prely ever pronounced beyond our cisely in the same difficulty in which the ago. The name of Canada the first continental railway as a private enscarcely ever pronounced beyond our cisely in the same dimedity in which the continental railway from the completing the continental railway from the completing the continental railway from the same dimedity in which the continental railway from the completing the continental railway from the cont the Atlantic to the Pacine, entirely own the name of Canada is years before. They were at Montreal, ed and under the control of the people be the consequences to the Pacine, entirely own the Atlantic to the Pacine, entirely own the Pacine, entirely own the Atlantic to the Pacine, entirely own the Pacine, entirely own the Pacine, entirely own the Atlantic to the Pacine, entirely own people? It would be this, that they transferred from the Government to a this day forth never to look simply at was a righteous war. We slieve the mations of the world. (Applause.) Is there a man in this audience, let him the ocean. They had to find a harbor there a man in this audience, let him the ocean. They had to find a harbor the ocean. be Conservative or Liberal, is there a on the Atlantic. Public opinion, I am sure, as I shall show him by and on the Atlantic. Public opinion, I am sure, as I shall show him by and on the Atlantic. Public opinion, I am sure, as I shall show him by and on the Atlantic. on the Atlantic. Public opinion, I am sure, as I shall show him by and operation. Now the words I have just stated. And if the words of Sir John Macdonald, "The Government," said on the Atlantic. Public opinion, I am sure, as I shall show him by and operation. Now the words of Sir Charles Tupper, by the words of Sir Charles Tupper, by the words of Sir John Macdonald, by the per cent., they would have a yearly into the words of Sir John Macdonald, by the twenty years which had elapsed between the words of Sir John Macdonald. "The Government," said Government of which I am the head the building of the Grand Trunk and words of all the leaders of the Conservadid nothing more than to bring Canada the construction of the Canadian Pacific tive party, that never was a wilder would go on year after year for all their evertions in order to relieve them. to the front as it has been, it seems | the construction of the Canadian Pacific | tive party, that never was a winder | the construction of the c tion of building this road, and the which the Premier is capable, thrill- across the Atlantic. That was a step still greater obligation of running it. ed the audience, who rose en taken with consideration, with care, not We see this in the Intercolonial, and masse and gave him cheer after tension of the C. P. R. to an American ed between Mr. Borden and myself, betension of the C. P. R. to an American harbor. There was the Intercolonial. The C. P. R. might have taken advantage of the Intercolonial Railway, but, as a scheme to build the Intercolonial Railway, but, as a scheme to build the Intercolonial Railway, but, as a scheme to build the Intercolonial Railway, but, as a scheme to build the Intercolonial Railway, but, as a scheme to build the Intercolonial Railway, but, as a scheme to build the Intercolonial Railway be more easily said.

The Liberals of Ontario," said Mr. the Chairman at the Opposition of the Government and the Opposition of the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway. The Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway impossible for the Intercolonial Railway impossible for the Government and the Opposition of the Intercolonial Railway impossible for the Intercolonial Railway impo taken by the Canadian Government, age of the Intercolonial Railway, but, as a scheme. We have another to build however, that may be more easily said vants. If one is put on from any last secured order, and introduced Hon. and which has caused the admiration— I told you a moment ago, the Interthe word is not too strong—not only

I told you a moment ago, the Interthan done. There are other men than cause whatever he is said to be a polthe same railway, they have tried their hand

Wants. If one is put on from any last secured order, and introduced Hon.

There are other men than cause whatever he is said to be a polthe same railway. Therefore, let us exthe word is not too strong—not only

There are other men than five genthe same railway. Therefore, let us exthe same railway. Therefore, let us exthe same railway was not a commercial what we have tried their hand. railway, and the C. P. R. directorate, amine it. Let us see, first of all, what at that system. (A voice "John Hag. of every right-thinking citizen of this country, but of every nation of Europe, and it is that we have undertaken to schemes to the Canadian people. The John Haggart. The Intercolonial ad- killed on the road, a motion is made The mention of Mr. Aylesworth's Wrists. (Hear, hear.) The people of scheme of the Government, which we ministration from 1875 to 1878 was as in respect to it by a member of the name was the gignal for a burst of Ontario by the infamous political crime

Sir Wilfrid, continuing, quoted a my first appearance upon a political voice and will can have its effect ac-

the man, it is the system which is Government are to own and run many

quote. I could quote and quote opinions of leaders of the Conservative open are differences that must are Operation by Government.

Operation by Gover

It is to a large extent to redeem the mistakes made by preceding Governments which have failed to grapple that possibility of such an occurrence that are submitted by the postoffice. The differences are bound to exist. In the mountains also we postoffice. The differences are bound to exist. I do not recognize, the grand old times, but as well upon the details of try.

Conservative party which at one time measures that are submitted for considerate parties. The advised pointed parties of the development of the road will pay from be administed by the postoffice. The differences are bound to exist. I do not recognize, the grand old times, but as well upon the details of try.

Conservative party which at one time measures that are submitted for considerate parties of try.

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Conservative party which at one time the development of the road will pay from the details of try.

Conservative party which at one time the development of the road will pay from the details of try.

Conservative party which at one time the development of the road will pay from the details of try.

Conservative party which at one time the development of the road will pay from the details of try. ments which have failed to grapple with sufficient boldness with the differences which have confronted them ficulties which have are active. This railway is that we are active. This railway is a recognized necessity owing to geographical position, and even if it would have been and it is now a it would have been and it is now a finally in that we are not a necessity because of the continent. (Cheers.)

against it, and to assert not only to the against it, and to assert not only to the same thing. Compare the man against it, and to assert not only to the same thing. Compare the man against it, and to assert not only to the differences, but believed the same thing. Compare the man against it, and to assert not only to the differences, but believed to those were repeated time after those.

Then a rush was made for the platform, and for five minutes the Premier stood of the country, both of agriculture and of the country, both of the country by the

route to the harbors of Great Britain. (Cheers.) I hope to see that, and it is ago I was coming back from Europe, from

firmest belief that in the Government Liberal members to support Sir Wilfrid of the brilliant statesman who has just Laurier." (Loud applause.) found the best Government Canada Reply to Mr. Foster. listened to and which has always ani- what, then, was his estimate of the peo ences are differences that must ex-

to that which obtains among the British people, and no liberty equal to nation, enjoy to-day under the broad

What Has

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cheers.) People of Toronto, he cannot be too British for us. We have in Sir. not a vain hope; if God spares me for Wilfrid Laurier the leader of a Government which has given us the exemplification of British institutions by the England, after the Imperial Conference ence that has been discussed to-night.

have gone to the polls with shackles on their feet and gyves upon their wrists. (Hear, hear.) The people of

the British Empire, which has char- pledge they had given in 1896. The acterized the address that you have just speaker's reply was to ask Mr. Foster mated the leaders of the party to ple of the Dominion who at the end of which I am proud to belong, the first four years of Liberal regime

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