MAGNIFICENT MEETING.

Splendid Representation of our Yeomanry Addressed by

SIR CHARLES TUPPER and HON. MR. DICKEY

In Able and Convincing Speeches.

EVERY FAIR-MINDED PERSON who was present will, we think, admit that the great meeting held at the Rink last evening contained more of the brawn and brain of Prince Edward Island than any public gathering of the kind ever before held in Charlottetown. From the extreme West of the Island, from the extreme East, from the North and from the South, and from every intervening section there were representatives of the intelligence of the country. The immense building was densely packed. We shall not attempt to give the names of any who were present (1) because it would take up space which is required for our report of the Premier's splendid speech, and (2) lest we should inadvertently omit mention of some of the many prominent gentlemen who were present.

The Prime Minister, Hon. Mr. Dickey, and Hon. Mr. Ferguson having been met upon arrival at the wharf by His Honor the Lieutenant-Governor, proceeded at once to Government House, where they were entertained at dinner, together with a party including His Lordship Bishop Macdonald, the Chief-Justice, Mr. Justice Fitzgerald, His Worship the Mayor and others. Thence the honorable gentlemen went to the rink, where they were received with round upon round of cheers.

Patrick Blake, Esq., occupied the chair, and after calling the meeting to order and bespeaking an attentive and a careful hearing for the distinguished visitors, presented and read a complimentary address of welcome to Sir Charles Tupper, in which the leading questions of the day were referred to.

SIR CHARLES TUPPER, who was received with round after round of cheers, said:

THE PREMIER'S ADDRESS.

Mr. Chairman, Ladies and Gentlemen,—The very arduous work which has devolved upon me for some considerable time past, in traversing a great portion of this wide Dominion and addressing very large assemblages of people, makes me fear very much that I shall not be able to make a great many in this vast audience hear what I have to say to-night. But I can assure you that it is with the most unfeigned pleasure that I find myself once more face to face with the intelligent and independent electors of this portion of Prince Edward Island. (Applause.) You have referred, in the too kind and flattering address with which you have just honored me, to the period when, in my boyhood, I had the pleasure of spending a year of my life in this Island; and I might say to you, that from that hour up to the present, I have always felt the warmest and deepest interest in the progress and prosperity of its people. (Cheers.) I had the great honor and pleasure, 18 years ago, of addressing you on the great questions of the day, and of propounding to you the policy which the Liberal Conservative party proposed to adopt for the purpose of lifting this Dominion out of its then condition of great depression, and of enabling it to secure a return of the prosperity which it had enjoyed during the period it was under the rule of the Liberal Conservative party. I am proud to be able to stand in your presence to-night and to claim at your hands the verdict, that all, and more than all, which on that occasion I ventured to predict would be the result of restoring the Liberal Conservative party to power, has been accomplished. (Cheers and some cries of "No.") On that occasion I ventured to express the hope that if we were returned to power we would, in two years, have the pleasure of finding that reciprocal trade relations would be established between the United States and ourselves. It is quite true that that hope was not realized; it is quite true that the expectations that I then believed I was warranted in holding out, that at an early day the great republic to the south of us would see the advantage of restoring those reciprocal relations between Canada and the United States, which had proved so vastly beneficial to them as well as ourselves, were not fulfilled. But you must not forget that if we did not succeed in bringing about that reciprocal trade it was because we encountered difficulties which we had no right to expect. You must not forget that a great party in this country adopted a course, in reference to this question, which led the people of the United States to believe that if they refused to give us reciprocal trade they would get us ourselves; and I have no hesitation in saying that that idea, thoroughly unwarranted as it is, has been, in my judgment, the great cause of

PREVENTING RECIPROCAL RELATIONS

being reestablished with the United States. Republicans and Democrats alike agree upon one policy. There is one great question upon which, although separated on all others, they agree, and that question is, an ardent desire to see Canada become a portion of the great republic. I feel that that desire does them great credit I feel that it is a great compliment to ourselves that they should so ardently wish to see Canada become a part of their country. It certainly is not to be wondered at. What do they see? They see the northern half of this continent of North America, lying side by side with their own territory, a little smaller than ours, and they see a country not only filled with inexhaustible natural riches and resources, but a great population of free men of energy and enterprise, that naturally might be expected to be coveted by any nation in the world. (Cheers.) I trust and believe that hour will never come. I believe that the sentiment has steadily deepened in the public mind, as year after year of experience has rolled by, that we are happy in a more united, a more prosperous and a greater people than we would ever be if Canada formed a part of that republic. (Cheers.) When the United States adopted the means that they were led to believe, by persons who were false to Canada's best interests, would force us into those relations with them, they found that we turned naturally to the Mother Country. They found that we turned our eyes across the sea, and that we did not look there in vain; that instead of the trade of this country being struck down, and instead of its being shown that we were dependent upon that great republic for our progress and prosperity, they not only failed in their object but learned that we were able to create better and more productive markets for the people of this country in the mother land than the United States could give us. (Cheers). Therefore, with the single exception I have mentioned, I stand here tonight to claim, that all, and more than all, I ventured to hold out to the electors of P. E. Island 18 years ago would result from the return of the Liberal-Conservative party to power, has been accomplished beyond the hope of either myself or the most sanguine man in that great party. (Hear, hear).

Now, Sir, we stand tonight, face to face with the great electorate of Canada, an appeal being made by the two great parties for the people's support. We confidently look to the intelligent electorate to

REAFFIRM THAT VERDICT

which they gave in 1878 and which, on three successive occasions, they have endorsed. There is no evidence that can be presented to a free and intelligent people, as to the claims of a great party to a continuance of power more conclusive than the fact, that the electors of this country, who have had an opportunity of contrasting the policy and administration of the Liberal party for five years, from 1873 to 1878, not only, after that experience, dismissed that party from power, but on three occasions since, have placed their confidence in the great party of which I have the honor to be the head. (Cheers). Under those circumstances I say it is an easy matter, to look at the records of the country, to look at the contrast which it is within the purview and knowledge of every intelligent man in this country, to make for himself, and to say "here is the policy of the one party and here is the policy of the other. Here is not only the policy of one party and the policy of the other, but here are the practical results of entrusting power to one party and the practical results of entrusting power to the other." (Hear, hear). From 1867 down to 1873 the Liberal-Conservative party of this country were in power, and I need not tell any intelligent man that when they resigned the reins of office in 1873 and handed them over to Mr. Mackenzie and the Liberal party, they handed over a great country, united from sea to sea, prosperous, happy and contented, and having made five years of progress such as had previously scarcely ever marked the history of any country. (Cheers).

I quite admit that although we had a very low tariff we enjoyed a very high protection during these five years. That protection arose from the fact that although our tariff was a very low one, the great labor market of the United States had been so completely disintegrated and disorganized by the great internecine war, that wasted a million lives, that disturbed and tore up the great industrial interests of that country, costing hundreds of millions of money in bloody war—I say that under that state of affairs we enjoyed a high protection and Canada was prosperous. All that, however, was changed, happily for that country, when peace was restored and their industries, under a high protective tariff, were placed again in a flourishing condition. But, sir, the Liberal Party who succeeded in obtaining power, seemed to be

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of realizing the changed condition of things, and persisted in maintaining what they called a free trade policy, and refused to adopt the policy of fostering and protecting the industries by means of which we urged that Canada would be likely to prosper. We were then a comparatively feeble minority in the House; but we did our duty steadily as a loyal Opposition. We showed that we were ready to give them our support when on few occasions they brought forward anything that entitled them to that support, and which we believe would serve the interests of a suffering and despondent country. Our advice, I need not tell you, was not taken, and things went on from bad to worse from the first hour they had an existence as a Government down to the time when the great electorate of Canada, being given an opportunity of recording their sober second thought in the light of the experience they had had of the misgovernment and incapacity exhibited by the Liberal Party, dismissed that party from power by an overwheling verdict from one end of the country to the other (cheers) When we came back into power we carried out the policy that I ventured, eighteen years ago from this platform, to tell you we would carry out if we were entrusted with the administration of affairs. I say to day that the National Policy we then propounded, and which I presented from this platform, was the

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from the dire misfortunes that had fallen upon her. I said then that it would have the power to rescue this country from the depression that had filled the minds of the people, and I say now that that policy has been steadily pursued down to the present hour, and with what result? With the result that we are able to make a contrast so that he who runs may read, so that every intelligent man in this country, whatever his party may be, need only look the simple facts in the face as they are impressed upon the indelible record of the country's history, and he will see that the happiest hour Canada has ever seen was the hour that delivered her from Liberal misrule and Liberal incapacity. (Cheers and cries of "No, no.") There seem to be some doubting Thomases here (laughter), some faithless and unbelieving Liberals, who, if they will only keep quiet and give me an opportunity, may hear a few facts that I think will make it rather doubtful whether they are disposed to cheer a party whose mismanagement struck down a prosperous and happy country into a condition so ruinous that, as I say, every intelligent man, no matter what his party may be, must view with dismay and humiliation. (Cheers). If you want to know whether that is true or not, look at the record of the election of 1878 when you saw a majority of fifty or sixty in the House of Commons wiped out on the one hand and a majority of over seventy brought into Parliament on the other. (Cheers). That was not done by Liberal Conservatives; it could not be done by them. We had an election in 1874 that brought Mr. McKenzie and his party into power by a majority of over seventy, and I say, therefore, that the result of 1878 could only be accomplished by the men who had elected Mr. McKenzie and brought the Liberal Party into power withdrawing their support and uniting with the great Liberal-Conservative Party in Canada. (Cheers). Why, Sir, what happened? You know. You do not require to be told that one of the first acts that Mr. McKenzie and his Government undertook was the construction of the

CANADIAN PACIFIC RAILWAY.

They had declared that the members of the previous Government were madmen. They said we were insane to propose to build a Canadian Pacific Railway. We proposed to construct it by giving a grant of public money and a large amount of public lands, which were to be opened up and made valuable by that Railway. Mr. McKenzie declared, however, that the whole resources of the British Empire could not build the Canadian Pacific Railway in ten years. What did he do when he got into power? He proposed that the Government should undertake this important and necessary task themselves, and thus the people would have the profit instead of a syndicate of capitalists. He wasted five years of the precious life of the country, and he wasted a large amount of public money on the wildest schemes in connection with the construction of that road that ever was exhibited by any Government. Sir, the same men who declared that it was an act of utter madness on the part of the Government of this country to undertake to construct a Canadian Pacific Railway, put an advertisement in the newspapers all over the world, asking on what terms parties would take a large sum of money and a large amount of land and do this work. When he really grappled with the question of doing it as a public work, he was pretty much in the position of the captain of a vessel going into Boston Bay. A neighboring vessel saw this brig flying up to the wind and yawing about and behaving in the most frantic manner. They bore down upon her, thinking that a mutiny had occurred on board. "Brig, ahoy" shouted the captain of the vessel. "Holloa" came the reply. "Who are you?" "So and-so." "Where are you bound for?" Again the answer, So and-so. "Who is your captain?" "I am the captain," came the reply." "I undertook her, but I find she is too much for me." (Laughter and applause). Thus Mr. McKenzie found the Canadian Pacific Railway was too much for him, and blundered about from one wild and extraordinary transaction to another, until after five years of misgovernment and mis-rule he was hurled from power by an indignant people. (Cheers).

I dare say some of you are told that the present Government have made certain mistakes; that $200,000 have been lost by mismanagement or something worse here, and that there have been a loss of another $100,000 there; but I can point you to the records of your country and show you that, in one transaction, exhibiting a total incapacity to discharge the duties of his office, Mr. Mackenzie, as Minister of Public Works, purchased 50,000 tons of steel rails four years before he wanted to use them, and paid double the money that he could have bought them for when they were wanted. What was the result? For the particulars of that transaction, and I am not going to take up your time by discussing these matters at length, but you need only look at the "Hansard" of 21st April, 1877 and you will find a speech delivered by myself of five hours duration in the House of Commons, in which I reviewed Mr. Mackenzie's conduct as Minister of Public Works in relation to the construction of the Canadian Pacific Railway. You will there find that I proved—I gave you the figures, I gave you the evidence, that one and a half million dollars of public money were as completely thrown away as if they were thrown over one of your wharves into the sea. Now, does that bear out what I say—that the management of public affairs by the Liberal Government, was totally unworty of any statesmen or any person who undertook to govern a country rightly and properly. Not only were the facts as I have stated, but that speech—and you can learn it by the book—that indictment of Mr. Mackenzie and his Government did more, perhaps, to strike down that administration than any other indictment that ever was placed on record against them (Some cries of "Oh, oh.") I tell you more. That speech delivered in 1877 remains unanswered to the present hour, for the reason that no man could be found within the Liberal ranks, or out of it, who could reply to it (applause). Not only was there this waste of public money—one policy adopted one day to be abandoned and thrown away after a great amount of public money had been sunk in connection with it; the next—but there was a violation of the principles upon which contracts were to be let. Large contracts were let by ministers without authority, without sanction, without the approval of Parliament, in fact every principle of constitutional law and constitutional Government was outraged, from the time the Liberals commenced to administer public affairs in 1873 until they went out of power in 1878. Take another transaction. When we went out of power we had invited a large number of tenders for deepening the Welland and St. Lawrence Canals. These tenders were received before we went out of power, but we said: "We are going to resign: we shall leave the awarding of these contracts to the Government that succeeds us," and we accordingly did so. What did they do? Award the contract to the lowest tender and let the work go on? Not at all. They cancelled the whole of them, asked for new tenders, and let the contracts in such a way as commended itself to their judgment, at a cost of a heavy sum of public money which was sunk in these works lost to the country, for the purpose of enabling the Liberal Government to place these contracts in the hands of their own friends. I am not going to weary you, but I say this: That in regard to that transaction, you will find the evidence clear and unmistakable—evidence that was not refuted then, and has never been refuted since—because it could not be refuted—to show you how utterly incompetent the Liberal party proved themselves to understand or to do that which was calculated to further or promote the best interests of the country. (Cheers.)

SOME OF THE SLANDERS.

I dare say you know that when, during the last session of Parliament, the Liberal-Conservative party exhibited a great desire that I should re-enter public life, and I consented at the request of Sir Mackenzie Bowell to become Secretary of State under his administration, I went down to the County of Cape Breton to seek re-election. What happened? No sooner had I placed my foot upon the threshold of public and Parliamentary life again, no sooner had I placed myself in the hands of the people—in order if they wanted my services, to do the best I could for them—than I was assailed by the wildest invective, the most incessant torrent of slander and abuse that was ever directed at a public man in his own country. The Globe newspaper of Toronto and the Morning Chronicle of Halifax filled their pages with a mass of vile slanders against my public character that you would naturally suppose would frighten most men and deter them from attempting to enter the House of Commons. What happened? I continued the even tenor of my way. One of these slanders was what was called the Charlebois contract, in which it was declared that I had improperly let a contract to Mr. Onderdonk when Mr. Charlebois was the lowest tenderer, and had involved, directly and indirectly, the loss to the public of some $200,000 of money, and in fact, altogether they made the loss up to over a million. Well, you may be a little surprised to learn that the county of Cape Breton, having done me the honor to elect me and send me to Parliament, I sat face to face with the leaders of the Liberal party, the ablest men in their ranks, and from the hour I took my seat down to the close of Parliament not a man of them had the courage to name one of these scandals. (Cheers.) I can give you, gentlemen, no better evidence of the vileness of these slanders, than the fact that those papers which had made them could not induce any man in their ranks to take them up. If they were true, if there was the slightest foundation for one of those slanders, those men were bound in deference to what they owed to Parliament and the country, to drive me out of Parliament. But, sir, not one of them ventured to do so. (Cheers.) Why? Because they knew that in the Hansard of 1892, when Mr. Mackenzie moved a resolution of censure regarding what I had done in the Charlebois contract, I not only gave a defence on that occasion that closed his mouth and the mouths of his friends from that period down to the time that I came back to this country years afterwards, but I carried the war into Africa and I showed how Mr. Mackenzie and the Government of which he was a member had jobbed contracts. I silenced them then, and from that day, on the floor of Parliament, nobody was brave enough to again name this Charlebois contract. (Cheers.) One of two things was true. Either my position as a public man was impregnable, as I hold it is (hear.) I say here to-night in your presence: let any man living show me the time or the occasion upon which I have ever laid my unholy hands upon a dollar of public money; let him show a single case in which there has been the slightest malversation on my part, or failure to discharge my duty as a public man, and he will not have any trouble in getting rid of me,—I shall disappear, and very suddenly. (Cheers.) But I say that, standing here as I do, with a record of 41 years of public life, I defy any man living to bring that against my public name that would cause a blush either to myself or to any of my friends that I have in the country. I was amused on taking up the Morning Chronicle a day or two ago to find that the whole of these terrific scandals had dwindled down into a little paragraph headed "Tupper's Oats." (Laughter.) Some of you who have seen that veracious journal may have noticed it. They said that somebody somewhere had distributed, in a very prodigal manner, among the people a certain quantity of oats. (Renewed laughter.) All I can tell you is, I never heard of this matter, I never heard the transaction named, and knew no more about it than would a man in London. But when I got to the end of the paragraph and found that it was to be fastened upon me, I discovered this statement also, "We don't know where this munificence came from, but we take it for granted that it was done in Sir Charles Tupper's interests." This is the kind of thing with which I am now charged. But there was another paragraph under the caption "Tupper Scorched Again." What do you suppose that was? It was said that somebody, away up in Ontario, had telegraphed that somebody else had said that Sir Charles Tupper owned $4,000 of brewery stock. (Laughter.) Well, as I never owned a dollar of brewery stock in my life, you can naturally understand how poor the Opposition must be and how badly off for charges against a public man, when such utterly senseless and ridiculous slanders are put afloat—not to amuse the intelligent electorate of this country, but to steal away the judgment of some poor ignorant man who knows nothing of public life or public affairs. (Cheers.) Why, I ask every intelligent Liberal here, is it that your party is driven to such senseless, such utterly discreditable means of endeavouring to promote their party interests? I will tell you why. It is because the public records of the country show that the Liberal party cannot establish any claim to the confidence or support of any intelligent man in this country. (Cheers.) It is because the public records show, on the other hand, that the great Liberal Conservative party of this country, in its management of public affairs, has accomplished the most gigantic works, has lifted a few isolated, weak provinces out of their hopeless condition and brought them—half a continent strong, from the Atlantic to the Pacific, under one powerful government—has brought Canada into the attitude and position of a nation. (Cheers) Why, Sir, the

HISTORY OF THE LIBERAL-CONSERVATIVE PARTY

for the last eighteen years is one of the most magnificent that any country or party on the face of the globe can show. What have we done? As I said before, the position we occupied was one of utter helplessness. The provinces had no interests in common. The efforts to get communication between Nova Scotia and New Brunswick, carried on by the best men the Liberal party and Conservative party could produce, had failed, and there we were without any communication between these neighbouring provinces Look also at Ontario and Quebec, and what was their position? They were helpless for six months in the year, being cut off from communication with the outside world, except through a foreign country. Take the great prairies of the Northwest, so grand, so important, that Lord Dufferin, after having travelled to and fro over them for weeks and months, declared: "Here is a country, the fertile belt of Canada, lying between the Red River of the North at Winnipeg and the foot of the Rocky Mountains, capable of furnishing happy homes for forty millions of people," and what was their position? They, too, were cut off from the rest of Canada, as was also the province of British Columbia and the province of Prince Edward Island, until we had the good fortune to secure her kindly co-operation. (Cheers.) As I say, this country was united under one Government; but it was a mere paper Confederation. What could we do with fifteen hundred miles of trackless desert lying between Ontario and this great prairie country of which I have spoken? What could we do with British Columbia, separated from us by not only this trackless prairie but by the Rocky Mountains and those other ranges of mountains which made it utterly impossible to have any communication with her whatever. To give you an idea of what our position was in relation to British Columbia, I may tell you that that country, which is now within a week of Prince Edward Island, was so completely separated from us that the last cargo of rails which I sent there for the construction of the Canadian Pacific Railway was only seven months going from London to Victoria.

It it no wonder that the United States, that great enterprising republic lying to the south of us, should have naturally supposed, in view of this condition of things, that we would, in a short time, drop into their mouth like ripe fruit from the tree; that having no connection with each other, being entirely dependent for our trade upon them, we should in a very short time drop into their basket. But, as I say, all that has been changed, and Canada has, by means of the National Policy, been rescued from that helpless condition. (Cheers.) That policy has furnished the means and the industries which have built up the trade of this country and made it thrifty and prosperous, besides restoring our lost and depressed credit. I ask is it wonderful that, under these circumstances, the Liberal-Conservative party should feel they have reached the proud position of having made Canada a nation, a most important nation. in connection with the great Mother Country to which we belong. (Cheers.)

Well, sir, when we took up, in sober earnest the construction of the Canadian Pacific Railway how were we met? How were we met when we took up the National Policy? Did the Liberal party help us? Not at all. They declared it was utter madness to attempt to build up the progress and prosperity of a country by any such means. They declared that instead of helping the country we would inflict an irreparable damage upon it. They denounced us and the measure, and did their little best to prevent it being adopted. But it was adopted all the same. (Cheers.) When they were in power they were unable to do anything for the country, But, fortunately for Canada, when they were out of power they were impotent to obstruct the party that has made Canada what she is. Under these circumstances, we stand in the position of having been able to grapple with and accomplish works so gigantic and important, so vital to the progress and prosperity of Canada, as to have attracted the admiration of the civilized world. That language is not exaggerated, when I tell you that you will read history in vain, you will look over the history of the civilized world in vain. to find another people of less than five millions, as we were then, who, by their energy and enterprise and courage have spanned a great continent for four thousand miles with a trans-continental line of railway. (Cheers.)

We were told when we made the proposition that it was

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to accomplish it. But we did not believe them. We were told that in spite of all the numerous obligations that we had incurred for its accomplishment it would utterly fail, and that it never would be constructed. They said that so far from it being constructed in ten years, it never could be constructed at all. That was the first idea. The next point was, that even if the road could be built, Mr. Mackenzie had figured it out, in the most laborious way, and shown that it would cost $6,000,000 a year over and above all the road could earn to pay its working expenses, and that this money would have to be paid out of the treasury of the country. Yet, as I have said, when he got into power he boldly declared that he was going to build the road as a Government work in order that the people might have the profit instead of wealthy contractors. (Laughter). I give you that as a sample of the wonderful ability shown by the Liberal party in dealing with those measures. Sir Richard Cartwright proposed, in his first Budget, an increase of taxes to the extent of three millions a year. For what purpose? He did not pretend that he wanted it when he came into power, but he said that the three million dollars were to provide for the interest on the money that would be required to construct the Canadian Pacific Railway. At the end of the year all the money that he could wring out of the people by taxation—his additional three millions and all together—was swallowed up, and no Canadian Pacific Railway had been built. All the money had been swallowed up without his being able to show that he could get enough revenue out of the people to pay the ordinary current expenditure of the country. And yet these were the gentlemen who, when we told them that we were going to take up the National Policy and change all this, and that we were going to secure the prompt construction of a great inter-oceanic line of railway, undertook to obstruct it. Mr. Mackenzie had declared that the whole resources of the British Empire could not construct this road in ten years. What were the facts? The contract was signed by this right hand in London in October, 1880. The company had then to get their charter and would not be able to begin work until 1881 and the contract obliged them to open the road for traffic on the first day of July, 1891. The last spike was driven in November, 1885, and in June 1886 this road, that all the resources of the British Empire could not construct in ten years, was completed five years within the time that the contract allowed for its construction. (Great applause). What more? Did we have to take six million dollars out of the revenue of the country to pay the working expenses? Not at all. We incurred no such responsibilty under our plan. That duty devolved upon the company and what was their position? In a very short time they were able to show a revenue on that line of railway, that ran through a trackless desert when it was built, from Nipissing in Ontario away to to the shores of the Pacific, with only one village of a few hundred people located on the whole line, a revenue derived from the trade and business created by the construction of this line of railway of over $20,000,000 per annum, (cheers) and it proved to be one of the best financial and commercial undertakings that has ever been carried out in this country. The Liberals said "Even if you could construct and operate it you would have no credit, for the obligations you have incurred are so great that however badly we may want money for anything else it will be utterly impossible to obtain it because our credit will be gone." How was that prediction realized? It showed that the Liberals knew as little of finance as they did of trade or anything else. (Laughter). When the whole of the obligations were incurred, and I resigned my office as Finance Minister in 1888, I went to London and put a 3 per cent. loan on the market there—the first 3 per cent. loan that was ever placed by any colony in the British Empire. (Cheers). I obtained the price of £95 1s per cent. for that loan of 3 per cent; and mark you, when we went into Confederation there was not a province in British North America could borrow at 6 per cent, and get par for it. The credit of Nova Scotia at that time stood the very highest of any province. When I was prime Minister of that province I took Nova Scotia 6 per cent bonds to London in order to get £400,000 to build the railway from Truro to Pictou and the highest I could get for the bonds was 95 per cent. And yet in 1888, after all the obligations that were necessary to build this great transcontinental line of railway, and to astonish the world by what the energy and the enterprise and vigor of Canadians could accomplish, we could borrow money not only at 3 per cent. but nearly at par. Those 3 per cents are standing at a premium of 103 to day and the credit of Canada, which, in the estimation of the Liberals, would be ruined by the construction of the Canadian Pacific Railway, stands exceedingly high.

A voice.—You are the head man in the Dominion. (Cheers and laughter.

Sir Charles Tupper.—I am much obliged to my friend for his compliment, but I have received so many compliments that I am afraid I am becoming almost insensible to them. (Laughter.) Now, I may say that I brought down, as Minister of Railways, a policy of contributing, out of the revenue of Canada a certain sum of money to assist in

DEVELOPING RAILWAY ENTERPRISE.

I long ago came to the conclusion that if this great Dominion was to be made what I believed it was capable of being made we would have to open up the avenues of commerce and of traffic and of travel throughout this country as they have been opened up in older countries. I believed that we had a country so rich in natural resources that all that was necessary to develop it was to furnish the means of inter-communication and traffic. Let me give you one single illustration, and only one, of how traffic can be created where none exists. I visited Rat Portage and Keewatin before the Canadian Pacific Railway was commenced, and I found that civilization was represented there by a log cabin, which was the Hudson's Bay Company's post, and a few birch bark camps occupied by Indians. That was all that was to be seen at that time. Rat Portage and Keewatin lie between the Red River, to the north, at Winnipeg, and the head of navigation at Lake Superior, or Thunder Bay, as it was then called. I passed through that locality the other day on my way to Winnipeg and what did I find? I found two thriving towns in that spot, and how much do you suppose they paid the Canadian Pacific Railway Company for freight every year? Over a million dollars per annum. (Cheers). Those places would be represented by a few Indian camps and a log cabin to-day but for the construction of the Canadian Pacific Railway, and the opening up of that country and the creation of inter-communication. When we brought down the policy of railway construction how were we met? These gentlemen are incapable of doing anything themselves. They have so long discharged the duty of obstructing any person who did undertake to do anything that I should be very much amused—I shall not live to be amused I know,—by seeing how they would act if they got into power. (Laughter). But if I did I am sure I should be quite amused to know how they would undertake not to do a thing because they have done nothing since I knew them. (Cheers and laughter).

Since 1878, when we came into power they have done nothing down to this hour except to try and prevent us from doing that which was necessary in the interests of the people of this country. (Cheers.) So, when I brought forward this policy they said it was most corrupt; that it was a proposition to take money out of the treasury of Canada to buy up the constituencies and strengthen the hands of the Government of the day—a proposition to buy up provinces—a wicked, corrupt and improper policy. Well, what happened? We did not take much stock in these arguments, and we carried out our policy What is the result? To-day the Government of Canada can point to no less than ten thousand miles of railway, in all parts of the Dominion, which has been constructed from 1878 down to the present day. (Cheers.) I give you that as an evidence of what can be done to open up and promote the progress of a country by the wise expenditure of public money. Well, sir, I am told that we are being censured a good deal by

OUR OPPONENTS IN PRINCE EDWARD ISLAND

for carrying out that very policy of railway development. (Hear, hear.) When my able friend and colleague, the Honorable Mr. Ferguson (cheers) pointed out to the Government of which I have the honor to be the head, that the railway system of Prince Edward Island was very incomplete, that it required certain extensions here and there in order to do justice to various outlying settlements in the Island, and if the Government would consent to the extension of the railways of this Island by about one hundred and five miles it would be a great boon to the people, and would also make the road which the Government controls more productive and advance largely the commercial and agricultural interests of the various portions of the Island, (Cheers.) what happened? That was rather a large order for a small Island, to go in at one fell swoop for one hundred and five miles. But we considered the whole question, and I can assure you that I am only doing justice to the persuasive powers of my friend when I tell you that when he sets himself at any object it is not easy to say "no" to him. (Cheers.) Backed up as he was by two supporters of the Government who were giving us a constant and steady and valuable support in the House of Commons from Prince Edward Island, we took this matter up, and said there were reasons why we should even strain a point to meet the wishes of the people of Prince Edward Island. (Cheers) We knew that great disappointments had been felt on this Island in consequence of the inability of the Government to secure the construction of an undertaking which at one time occupied a good deal of public attention—that is a tunnel to communicate with the mainland; and we felt that the failure ——(hisses.) I am afraid there is a little leak in that tunnel, (Great laughter) or else a stray goose has flown in. (Renewed laughter.) When that question was to the fore we gave it a good deal of thoughtful consideration. As many of you know I did all that I could in London in connection with a very eminent engineer, who took that question up.

Hon. D. Ferguson—Hear, Hear.

Sir Charles Tupper continuing—I did all that I could to promote public interest in that important undertaking. We felt, as I said, that the people of this Island had strong claims, and inasmuch as this expenditure had not been carried out, and there was no immediate prospect of it being carried out, they were entitled to have more than ordinary facilities given in respect of railway extension. (Cheers). We felt, in addition to that, the Government of Canada was not only bound to build a railway system as proposed, but that they are bound to give their best and most careful consideration to every means that can be devised to make the communication in the winter more perfect than it is. (Cheers). I do not intend to insult the intelligence of any man here, whether he is a Liberal or a Liberal-Conservative, by saying that the Government are sincere and mean what they propose. Why, sir, a Government that would bring down resolutions and put them on the table of the House of Commons, declaring solemnly that they were prepared to take up a public work and carry it through the House, and then fail to carry it out, would never be able to look an independent member of Parliament in the face again. (Cheers). I will give you a very short, but I think a very conclusive proof of the sincerity of the Government of Canada in regard to this matter: I believe that this Island is going to repeat in 1896 what it did in 1878, when I last appeared here. (Cheers). I believe that this Island is tired of being out in the cold, (cheers) and that the time has come when, having the means of contrasting the conduct and principles of the two great parties who are appealing to the people for support, they will give their support to the Government of which I have the honor to be the head, believing that that Government will best promote the progress and interests of Prince Edward Island and the Dominion as a whole. (Cheers). I am perfectly willing that every man who offers himself as a Liberal-Conservative candidate throughout this Island should pledge himself to the electors in the most solemn manner that if the Government of the day fails to carry out and implement that pledge, by taking up promptly and carrying all that one hundred and five miles of railway to completion, they will turn their backs upon that Government and endeavor to drive it out of power. (Cheers). I will not ask for the support of one member from Prince Edward Island for one hour after he is able to challenge me, as the head of the Government, with having gone back on the most solemn pledge that a Government can ever give an intelligent people, and that is by putting on record on the table of the House of Commons the resolutions that contain their policy, and which they are prepared to carry out. (Cheers.) I need not say any more on that point. But I believe the result will be

A GREAT BOON TO PRINCE EDWARD ISLAND.

I believe the people of this country will feel that this Government has made a specialty of endeavoring to do everything that was possible to promote agricultural interests. I point to what the Government have done recently, in the teeth of a good deal of jeering on the part of the Opposition, in reference to the dairy industry. Our opponents wanted to know if the Government were going to become dairymen. I say that the Government of a country are bound to do everything that lies in their power to promote the great agricultural industry, which is necessarily the foundation of the prosperity of every country. (Cheers.) They would be unworthy of the position they occupy if they shrank for a single moment from doing that which they believed in their hearts and consciences would promote the progress and prosperity of the country. Railways have become indispensible. The man who has not railway facilities is altogether at a discount. He is not in a position to compete with his neighbor who possesses them; and that is the reason why there are no better means, in my judgment, of developing any portion of a community, than providing these railway facilities, as far as it is possible to give those facilities, for trade and business, and getting agricultural products to market, that are enjoyed in other parts of the country. I will not say more than this: That the course pressed upon the Government by my friend and colleague, Mr Ferguson satisfied every member of it that they would be doing a wise thing and one in the execution of which they confidently ask for the support of every one of their followers in the House of Commons, in adopting the course they did—a course demanded not only by the interests of the people of this Island, but by that claim upon the just consideration of the Government which had been established in relation to those matters to which I have referred. (Cheers.)

Now, I must not abuse the opportunity you have given me to-night of speaking first, because I have alongside of me a gentleman whom I know you are most anxious to hear, the Minister of Justice. (Cheers.) I am quite sure that when you hear him you will say, "It was too bad of that old man to occupy all the time he did when there was a member of the Cabinet ready to interest us upon other questions." (Cries of "no." But I might say that I had no conception until I looked at my watch how long I had been trespassing upon your attention. I want, however, to notice two or three matters that I am told have been used by the Opposition in order to alarm the public mind of the people of this Island in reference to

THE EXPENDITURE OF PUBLIC MONEY.

I am told that a gentleman who has had the honor of representing, or rather misrepresenting, Prince Edward Island for some time (cheers and laughter) is a little exercised about the Hudson's Bay Railway. I am told that he is losing his appetite, and that he passes sleepless nights thinking of the twenty-five millions of public money that, he says, are going to be thrown away by this extravagant Government for the purpose of constructing the Hudson's Bay Railway. (Laughter and a voice, "Davies.") I can only say that that gentleman takes a very different view on this question from what I do. I dare say you know that the policy of constructing a railway to Hudson's Bay is not at all a new one. The policy of constructing such a railway, which would bring the Northwest, with its boundless capacity for producing bread and meat, and corn and cattle, eight hundred miles nearer to our great market in the United Kingdom, is one that long since obtained the approval of the Government and the Parliament of Canada voted 6,400 acres of land per mile for that portion of the road that is within the province of Manitoba, and voted 12,800 acres per mile for all that portion outside of the province. That was done many years ago. Just survey this road, some 600 miles in length, and see what a territory has been set aside by the Government for the purpose of accomplishing the construction of this road to Hudson's Bay. What have we done? The late Right Hon. Sir John Thompson, when in London a few days before his lamented death, told me, "We have made up our minds that the portion of the road from Winnipeg to the Saskatchewan River, or about 250 miles, ought to be vigorously taken in hand at once," and he said, "The Government have made up their minds to lend $2,500,000 of cash, and pay it out at the rate of $10,000 a mile, as the road is constructed, to the contractors, for the purpose of getting the railway built." What have we done? The present Government have agreed to pay $3,200 a mile for the last 125 miles to reach the Saskatchewan, and we have, therefore, reduced the claim that rested upon the Government to take $2,500,000 out of the treasury, under the order in council passed by them, and announced to the Senate by Sir Mackenzie Bowell, as the Government's policy. We have cancelled the agreement to say that two and a half millions which the late Government had agreed to pay to the Hudson's Bay Railway for the construction of the road, and it remains in the treasury. We have undertaken ourselves, when the road is built to the Saskatchewan, to pay, instead of that amount, a sum of $400,000. So that we have two and a half millions left in the treasury to the good, and I think my compatriot in the House of Commons need not pass any sleepless nights upon the subject. No twenty-five millions of money have gone, but two and a half millions have been left in the treasury over and above what would be there if the former policy had been carried out. (Cheers.) That is all that was done, and our liability in addition to the land which long ago was given by Parliament for the purpose, involves a charge upon the Government of $400,000 only. I need not waste your time in puncturing such bubbles as these. (Laughter.) Why is it these slanders are resorted to? Why is it this misrepresentation is resorted to?—because it would be an insult to the intelligence of members of Parliament to suppose that they really could believe these idle delusions. The reason such methods are resorted to is because our opponents have no case. They stand in this unhappy condition in the presence of the intelligent electors: "When we were in power we were incapable of doing anything, and since we have been out of power we have not been able to prevent the Liberal-Conservative party from building up a monument to itself—the proudest, the most magnificent monument that any Government and party ever built for itself in the history of any country." (Cheers."

Why is it that this Liberal Party is so entirely lost for a good word for Canada? Why is it that they look at everything in this pessimistic way? Why is it they have no faith, nor hope, nor confidence in their country? It is because when they look at this gigantic edifice of the Dominion of Canada, that now towers so high that it is seen and known from abroad, that it has attracted the attention and excited the admiration and envy of many countries. They realize that this is the work of the Liberal-Conservative party. (Applause) Why, taking the whole period since Confederation it is only a day in the life of a nation and if we have accomplished so much in so short a time, what may not any patriotic Canadian hope for the future of this magnificent half of a Continent, filled as it will be by teeming millions at no remote period? (Cries of "no, no.") That is the whole story of the Liberal Party. (Great cheering). I tell you this, ladies and gentleman, the reason that the Liberal Party never did do anything, and never will do anything to advance the country is because they have no confidence in their country and no confidence in themselves. (Cheers) As I asked a moment ago, why is it that the Liberal Party—I do not mean that great intelligent body among them that in 1878 struck that party down, nor do I mean that great body that in 1896 are going to join hands with the Liberal-Conservative Party in maintaining the present Government in power. (Cheers)—but I mean those old dyed-in-the-wool Liberals;—Why is it that they have no pride in Canada? It is because, when they look at this gigantic edifice, reared for the admiration of the world, they are obliged to admit that there is not a stone nor a brick that composes this magnificent monument that has been placed there by their hands. (Cheers.) I would recommend those people who do not believe in the

HUDSON'S BAY RAILWAY,

nor the importance of having that which may some day be of the most vital consequence to the Empire, to remember that only recently its importance was forcibly impressed on the people of Great Britain. It is only yesterday that their fears were excited when they found themselves threatened on one side by the United States and on the other by Germany. Who is there who does not know that the thinking men of that great Empire had their attention most forcibly drawn to the position they might occupy in the event of war? Who is there who does not know that England is only able to raise one sixth the amount of bread that her people need to consume, and that her thinking people began to ask themselves what position they should be in if, in an event of that kind, they were cut off from the continent and the supplies that were necessary to maintain the inhabitants of those islands? I say, Sir, that their attention was drawn as never before to the fact that here in the Dominion of Canada, they have a territory, a magnificent Dominion, so rich, so fertile, so capable of producing bread and meat, that in the Northwest and Manitoba alone as much meat was raised last year as in the whole of England. (Cheers.) The agriculture of those great territories is only in its infancy, and only the fringe of that great granary of the world has been scratched as it were. The attention of the people of England has been drawn to the fact that by throwing the capital and labour of Great Britain into our Northwest they can render themselves independent of the world for that which is of such vital importance for the feeding of their people—bread and meat. Look at the map, and what will you find? That the shortest, the most easily protected and defended route for the supply of bread and meat that England could have, would be by the Straits and Bay of Hudson's. That is the position. I would recommend those parties who talk about five or six weeks of navigation in Hudson's Straits to peruse that most admirable lecture by the Hon. David Laird, "The Destiny of Canada." (Cheers.) There is a gentleman who has had the honor of governing that great Northwest territory, and who discharged that duty not only satisfactorily to the people but reflecting the greatest honor on himself. (Cheers). Having the opportunity of studying that question and seeing its importance as no man can study it who has not the opportunity of being on the spot and of looking into these questions from that point of view, he has, in that admirable paper on this question, presented a view I would recommend those tyros who know nothing about it at all to read. (Cheers).

A GREAT MANY MEASURES

of vital importance to Canada have been carried out during the past few years, and yet the people of Prince Edward Island cannot point me to a single case of anything that has been attempted or done to advance the interests of any class of people in this country that these Liberals, as they call themselves, were not illiberal enough to try and prevent. Why, Sir, when Sir John McDonald negotiated the Washington treaty in 1872 as one of Her Majesty's Commissioners, we submitted that measure for the approval of the House What did the Liberals do? They denounced it, and opposed it, as they oppose everything. They said it was a bad treaty. Well, we said it is true it gives the right to the United States fishermen to come into our waters, but they will have to pay for it. There is a clause in the treaty which says they will have to submit the matter to arbitration, and one country has got to pay the other the amount that will represent the fisheries of that country over and above their own. They said: "You will never get a dollar, you will never get a farthing, the thing is a perfect delusion." Well, gentlemen, as usual they were wrong. We carried the treaty through Parliament in spite of them, the arbitration took place, and the award of the international board of arbitrators, after receiving the sworn testimony on behalf of the United States and of Canada, was that the former country must pay to us $5,500,000. One million of this sum went to Newfoundland, whose fisheries are also included, and $4,500,000 was paid for the use of our fisheries. Mark this, for only 11 years, nearly half a million a year paid to Canada. What did we do with the money? Our opponents said that we wasted it; but what use do you imagine we made of it? We said: The fishermen of Canada who had their waters occupied during those 11 years, and had to meet with that competition, are entitled to the benefit; and we brought down an act giving $150,000 a year in bounties to the fishermen of this country, a sum which has now been raised to $160,000. We did so because we held that that money was obtained from the use of the fisheries by the people of the United States, and therefore that it belonged to our fishermen; so, for all time, we propose to pay $160,000 to that class of the people to enable them to prosecute their hardy and industrious calling. (Cheers). Not a dollar of that money would have been obtained if the Liberal Party could have prevented it, because they did their utmost to defeat the treaty; and had they succeeded in doing so, not a dollar of that sum, which for ten years has been paid over and distributed among the fishermen, ever would have been seen. I say there is nothing tending to promote the progress, the advantage and the benefits of the farmer, the fisherman, the coal miner, in fact anybody in the country, but is frowned down by these people.

I was going to say a few words upon the trade question, but I am afraid the hour is almost too late. (Cries of "Go on.")

THE TRADE QUESTION.

is a very important one, but you know what the views of the Liberal-Conservative party are upon it. I have issued an address to the electors in which I have stated broadly the views and the policy of the Liberal-Conservative party, and therefore you are conversant with it. I have also taken the opportunity of delivering a number of addresses in various parts of the country in which I have gone more fully into that important question. I dare say many of you have had an opportunity of reading those speeches in the press. Can anybody tell me what the policy of the Liberal party is? (Cries of "no.") Just imagine, in the 19th century, a public man or a party daring to appeal to the great electorate of Canada and concealing what his or its views are upon the most vitally important question that could affect the interests of a free people, and that is the fiscal and financial policy. And yet that is the case of Mr. Laurier. (Cheers.) Mr. Laurier will need that cheer more on the 23rd of June than he does to-night. (Loud cheers.) Mr. Laurier has gone up and down and to and fro in this country; he has made a great variety of speeches, and I ask those who have heard him, and those who have read his speeches, to tell me to-night, if they can, what his views are on the great and vitally important