

policy of the Home Government. But the correspondence on this subject informs us that British Columbia only asked for a carriage-road through their Province, uniting them with the North-West Territory as a condition of Union, and why the Government of Canada should have voluntarily proposed and bound themselves and the Dominion, as far as our resources would admit, to build a Railway in ten, or even twenty years, is beyond my comprehension. I not only think that the British Government should have assisted, as an Imperial work, the construction of the Pacific Railway; but I think that they should have paid any claims fairly due to the Hudson's Bay Company upon Rupert's Land and the North-West Territory if they had any. Canada should not have been called upon to pay \$1,500,000 to that Company, besides giving said Company 50,000 acres of land, and 5 per cent. of the balance of all the land in the Territory. Was it not enough for the Dominion to assume the burdens of colonising this great country with the costs and risks of purchasing the claims of, and caring for, 60,000 Indians, without further burdens and responsibilities? I repeat that the building of the Pacific Railway, and colonising the vast territories through which it runs, is quite as much an Imperial as a Colonial work, and its costs should have been shared by the British Government. I am fortified in that opinion by the declaration of Sir A. T. Galt, the especial Envoy and High-Commissioner of this Government, in a speech delivered by him at a dinner given at Montreal immediately before leaving this country. He said that:

"The people of New Brunswick, Nova Scotia or even of Ontario had no more interest in acquiring or settling the North-West Territory than had the labourers of England or the tenant-farmers of Tipperary."

We have been called upon to pay out of the Revenues of the Dominion for annuities, gratuities to Indians in the North-West for the past year, nearly \$1,000,000, including the expenses of the Mounted Police, which are necessary to be maintained on their account, and these Treaty obligations must annually increase as the settlement of the country progresses and game becomes more scarce. In view of these, with our other heavy obligations of our al-

ready very large and increasing debt and heavy taxation, I think that we should pause before committing the Dominion to the building of the British Columbia end of the Pacific Railway until the North-West Territories are colonised and settled, and our resources are in a better condition for proceeding with the whole line. The contention of the hon. the Minister of Railways is that we are now able to do so, and the hon. Premier has furnished the House with a calculation in which he proposes to show us that the road can be built out of money from the sale of lands in the North-West. His calculation is to sell, during the next ten years, 32,000,000 acres of land, on which he proposes to settle over half a million of people in that time, and for which land he expects to receive \$38,000,000 in cash and \$32,000,000 in securities. I think that the hon. member for North Norfolk (Mr. Charlton) has most clearly demonstrated the utter futility of this calculation. He has shown that, in no case, in the United States, where land is equal in fertility, and there are better facilities for settlement, have they been able, in the same extent of territory, to realise, in ten years, more than six millions in money and a like sum in securities. To enable a person to have some idea of the extent of 32,000,000 acres of territory, it is necessary to compare it with some other territory with which we are acquainted. The Provinces of Prince Edward Island, Nova Scotia and New Brunswick combined, just about represent the area of the territory which the hon. the First Minister hopes to settle in the North West in the course of ten years. It would take all the land in the Maritime Provinces, good, bad and indifferent, settled and unsettled, to make the extent of territory which he proposes to sell and settle in this brief period. The absurdity of the thing is very apparent. But take another view. Take the land which is purchased for settlement in the whole Dominion. In Ontario there are 19,605,000 acres sold; in Quebec, 17,701,000 acres sold; in New Brunswick, 5,453,000 acres; in Nova Scotia, 6,607,000 acres, making a total of 49,000,000 acres of land purchased from the Government by private individuals. Some 13,000,000 acres of this land are held for lumber purposes, and for