

out the line of policy in good faith that had been adopted, they would build up a great future for Canada. As far as personal convenience was concerned, he looked upon that as of no moment whatever. It was not a matter of personal convenience at all for the nine gentlemen who had to come from his province to Parliament, because they experienced little difficulty at present from the want of railway accommodation to reach the capital. It was not a mere desire for pelf, or that there should be so much money expended in the province. The people of British Columbia looked upon the line as a great competing line with the United States. Such would be the result in his judgment, and in the opinions of those who had carefully looked into the matter—such would be the result which would follow the construction of the railway now under consideration. He was glad to see from the Bill that was before the House, and from the remarks of the members of the Government, non-committal as they were, as he had read them in the papers, that a change had come o'er the spirit of their dream in regard to the necessity for this railroad. In Opposition, they held that it would be ruin to the country, but now they admitted its necessity, and he believed they, as a Government, would sign their death warrant if they did not follow that policy. He did not think they should forget the stories that beguiled their infantile years. They all remembered the story of Simbad the Sailor, who, when he landed on foreign shores, saw the King mounted on an elephant, and before him went a herald who proclaimed—"This is the mighty Prince; long live the King!" And after the procession, came another who said "Great as that King is he shall die." That was applicable to the Government, it might be proclaimed: "Great is Mackenzie, great is the hon. Mr. Letellier de St. Just, great is the House of Commons, but the people in solemn procession would say of them all "Great as thou art thou shalt perish if you fail to carry out in good faith the solemn liabilities entered into by Canada." (Applause and a laugh.) He would now make a few remarks from a British Columbia point of view, for what he had already said was intended in a national sense. Any one who had the misfortune to know him knew that he was as sincere about this matter as the hon. Mr. Vidal was about prohibition. (Laughter.) He had no sympathy with the statement of the Secretary of State, who proclaimed

from the hustings that the road could not be built in forty years. If that turned out to be true, he could assure the honorable gentleman that it would not be built during the time that he occupied the side of the House on which he at present sat. But he wished to give the Government every fair play, and he thought it was most unjust for any person to come to Ottawa, and press them to locate the line in any particular place. The road would have to be built to some point on the Pacific coast, but the Government should not be tied down to do anything until they were sure that they had secured the best line of communication. He maintained that they should not be harassed by people coming here and asking them to do certain things that might be of personal interest to the parties who took upon themselves to offer suggestions or make requests. He fully sympathized with the Government in matters of that kind, for he was above sectional, provincial, political or party considerations in this great undertaking. He believed the Government was right in not committing themselves at present to say what terminal point was best, and there were things that he was not prepared to force on any Government to have done until they were fully informed regarding them. He wished this to be made known, as his opinion to the country through the Fourth Estate. While he did not wish to hamper the Government in any way, he had a right to ask whether what they proposed was no sham, and whether they really meant business and were going to build the road? The spirit of the negotiations that were first entered into was what ought to be carried out, and the Government should do their best to inform themselves as speedily as possible on all matters that would place them in a position to carry out those terms at as early a date as possible. He had as much right to interpret the future as any one, and he could not see that the country would not be able to bear the cost of this road. He did not think that the elasticity of the resources of the Dominion of Canada would be strained or overtaxed in carrying out the work in the course of years. If Mr. Fleming's report could be believed, the road could be constructed in a less time than had been spent in building the Union Pacific, so that he believed it was within the ability of the Dominion to construct the road. He looked upon it as a national necessity, and he was persuaded that it was a commercial absurdity to make the patch work scheme proposed