

## THE PACIFIC RAILWAY POLICY.

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By way of preface to the speeches which follow, we give the following, which appeared in the Parliamentary correspondence of the *Montreal Gazette* on Sir Charles Tupper's speech, in which the railway policy of the late and present Administrations was contrasted, and a statement made of the progress and estimated cost of the great national work. The letter was dated Ottawa, 15th April :—

The floor and galleries were early filled this afternoon, and an unusual air of expectant interest was noticeable. Her Royal Highness the Princess Louise honored Sir Charles Tupper by coming to hear him on that most important of all subjects just now, the Canadian Pacific Railway. The routine business was quickly run through, so that by half-past three Sir Charles was fairly under way. Commencing with deliberation, and holding the ear of the House at once, he put in a few well chosen words as to the magnitude and gravity of the question. Then followed a sketch, historical and polemic, of the policies of the preceding Governments. He established in the most incisive manner Mr. Mackenzie's assumption of the construction of the Pacific Railway and the vast extension of that previous liability which had been so much condemned and distrusted by the Reform party when on the wrong side of the House. The Georgian Bay branch and the Canada Central subsidy added four millions at one end, the Esquimaux and Nanaimo road the same sum at the other. Then there was a hard hit at the famous "Carnarvon terms," which have now become so proverbial that, like most adages, their original meaning is often forgotten. Some of your readers may be astonished to be reminded that they meant (1st) the construction of the Nanaimo and Esquimaux branch ; (2nd) the pushing on of the surveys on the mainland of British Columbia ; (3rd) the building of the waggon road and telegraph ; (4th) two millions of dollars a year to be the minimum expenditure within the province ; (5th) the completion of the whole line from Lake Superior to the Pacific in 1890. After all this, Sir Charles Tupper's enquiry whether this Government is not entitled to at least the support of the Opposition for a policy which promises but a comparatively moderate expenditure and immediate results, had much appropriateness, and all the more when the enormous Reform