

ment of the work done on the main line:—From Fort William to English River, 60 miles with rails laid and 53 miles of grading; from Lacrosse to Selkirk, 75 miles with rails laid; from Keewatin to Lacrosse, 36 miles graded. In five years the Mackenzie Administration had succeeded in completing 135 miles of railway and 89 miles of grading, and the Dominion had already absorbed \$10,203,000 from its treasury towards the great work of the Pacific. I may add, Mr. Speaker, by way of comparison, that the present Administration has secured the constructed and completed 3,121 miles of the main line and branches of the Pacific within the period of six years. And to obtain that result the Government have not even benefited by the costly surveys of the preceding Government, whose plans and lines have been set aside from Callander to Fort William and from Selkirk to Port Moody. More than that, the company has been obliged to change nearly 100 miles of the 150 miles built on the line adopted by the last Government.

That undertaking, to build the railway in ten years, characterised as madness, as an act of insanity, the evidence of political incapacity—that project, condemned as an impossibility for the time fixed for its execution, which demanded an effort of the “Herculean magnitude” for its location alone—that project, I say, has been accomplished within six years, without any extraordinary effort, without danger, without commotion, without any burthen on the people of the country. At the rate they were going, the late Government—building 150 miles in five years—would have taken the greater part of the next century to cross the Rockies and reach the Pacific Ocean. One is led to ask the question, what would have become of the allegiance of that magnificent Province of British Columbia, to which the pledge of this Government with the solemn sanction of the Imperial authorities had been given in 1875? Stimulated by the marvelous development of the great Pacific State, California, the British Columbians, who knew that their country was as well situated, better gifted in certain respects, called by its resources to achieve high destinies, and to play on this continent as important a part as California, the British Columbians, I say, would not have consented to stagnate and sleep in the expectation of a railway ever promised and never done. They have the noble ambition of manly work, the great school of material progress is within reach of their hand across the Straits of Fuca. Having right on their side, they would not have failed to make us pay heavily for our breach of faith in the treaties made with them. Fortunately, and thanks to the intervention of Lord Carnarvon, further delay until 1890 was granted. But it did not appertain to the late Government to save the honor of the country, since, on different occasions, the then leader of the Cabinet, whilst accepting the obligation to complete the work within fifteen years fixed for the building of the road from Port Arthur to the Pacific Ocean, declared himself unable to build the section north of Lake Superior, and I believe that the present leader of the Opposition was more emphatic in the expression of his fears. He considered the enterprise such a gigantic one—such a fantastic one, I may say—that he even then raised the question of the disruption of Confederation. On the 15th of April, 1880, he expressed the following serious and sinister views:

“I had taken occasion in the fall of 1874 to declare my individual views on the subject of the Pacific Railway. I then stated that I thought the fulfilment of the agreement with British Columbia impossible; that unless she choose to be reasonable and to agree to a relaxation of the terms, I saw no hope of performing them; and that, if she insisted on secession as a consequence of the non-fulfilment of the terms of Union, I for one was ready to say: ‘Let her go rather than ruin the country in the attempt to perform the impossible.’ I have never changed that opinion, and each succeeding year has strengthened my view as to the wisdom and soundness of such a decision.”

I do not believe that any bolder words were ever uttered in this House. Nothing but the eminent position of the gen-

tleman who uttered them could have secured them from condemnation. An ordinary member would surely have been denounced, if he had ventured so far. It was in 1880 that the hon. member for Durham so expressed his views; it was after he had been willing to join a Cabinet by which all the Carnarvon conditions has been accepted, it was after he had belonged to a Cabinet whose chief had said, on the 31st of March, 1876:

“We have felt from the first, that while it was impossible to implement to the letter, the engagements entered into by our predecessors, the good faith of the country demanded that the Administration should do everything that was reasonable and in their power to carry out the pledges made to British Columbia, if not the entire obligation, at least such parts of it as seemed to be within their power, and most conducive to the welfare of the whole Dominion, as well as to satisfy all reasonable men in the Province of British Columbia, which Province had fancied itself entitled to complain of apparent want of good faith in carrying out these obligations.”

Not only that, but one year later, the Opposition, to better express the new views of their chief, proposed on the 26th January, 1881, the following amendment, which was supported by their leader and all his followers:—

“Mr. BURPEE (Sunbury) moved in amendment, seconded by Mr. Rodgers, that all the words after ‘that’ to the end of the question be left out, and the words, ‘The present construction of the Canadian Pacific Railway in British Columbia is premature, and will involve the country in an expense beyond its reasonable capacity, and will result in the maintenance of too high a rate of taxation, while the postponement of that part of the undertaking till after the completion of the prairie section, will enable it to be constructed at much less cost and within a reasonable time.’”

And all those accusations of folly, all those “impossible enterprises,” that “probable dissolution of the Confederation” had no ground whatever, no figures, no arguments of any value to support them. The Opposition were aware of the engagements that bound the Dominion Government, but they had so little care for the honor of the country that they were ready to ignore those solemn engagements for a mere caprice. Well, Mr. Speaker, after all those fears, all those threats, I am able at this hour, from my place in Parliament, to say, repeating the celebrated words of Sir George Cartier: “All aboard for the west! All aboard for the Pacific!” Yes, all aboard for the Rockies, for Columbia River, for Yale, for Port Moody, Coal Harbor and Victoria! By the contract of 1881 with the Syndicate the road was divided into four sections, as follows:—

	Miles
Callander to Port Arthur (built by the Co.) .....	657
Port Arthur to Red River ( “ by the Gov’t)... ..	428
Red River to Savona’s Ferry( “ by the Co.) ... ..	1,252
Savona’s Ferry to Pt. Moody( “ by the Gov’t)... ..	213
<b>Total.....</b>	<b>2,550</b>
Add Pembina branch .....	65
	2,615

On the 1st of May, 1885, we had the following result:—

	Miles.
Callander to Port Arthur (built by the Co.).....	657
Port Arthur to Red River ( “ by the Gov’t)... ..	428
Red River to Savona’s Ferry( “ by the Co.).....	1,252
(Less 150 miles to be graded.)	
Savona’s Ferry to Port Moody.....	213
<b>Total.....</b>	<b>2,550</b>
Add Pembina branch.....	65
	2,615

So that out of 2,615 miles first intended to be the Canadian Pacific Railway, 2,470 miles are now built, if we include 56 miles all graded, but not ironed towards Savona’s Ferry. And here is the exact amount to be spent by the company to entirely complete the railway from one end to the other:

Callander to Port Arthur.....	\$ 773,279
Port Arthur to Red River.....	60,000
Winnipeg to Savona’s Ferry .....	5,004,704
<b>Total.....</b>	<b>\$5,836,983</b>