

beneath in the canons of the Thompson and Fraser Rivers."

This string of nonsense was written by an American engineer who professes to know a great deal of the country. I have travelled from the Yellow Head Pass to the Pacific Ocean, and this description is not in any way applicable to the country. From the centre of the Mountains, down to the sea, I have travelled over the located line. So far from there being such tremendous difficulties, there is nothing of the kind. There is not one engineering obstacle or impediment to the road; in no place do the roaring waters make more disturbance than the falls at the Chaudiere; there is no serious difficulty or impediment to the Railway. I contend that the figures reported to the hon. the Minister of Railways, and by him announced to the House, respecting the cost of construction of the Railway between the summit of the Rocky Mountains and Savona's Ferry, are far in excess of the correct statement. The country is comparatively open and favourable to railway building. It will prove a much lighter piece of work than the hon. gentleman has any conception of. I felt it my duty to defend British Columbia at present; and to inform the House that there is a larger quantity of arable land in it than supposed; and that, with the assistance of this Railway, it will become a considerable grain-growing region. Instead of being regarded as a worthless country, it will yet be considered as rich a Province as Canada possesses. She has within herself all the elements necessary; her coal and iron, her fish, her lumber, her gold, silver and copper, will one day place her among the richest Provinces of this Canada of ours.

MR. BURPEE (Sunbury): My apology for detaining the House at this time of the morning, is the extraordinary position assumed by the hon. member for Yale (Mr. Barnard), who has just taken his seat, as well as other hon. members from British Columbia, namely: That the motion of the hon. member for West Durham would be repudiation of our engagements, a violation of our contracts, and would break up the Union. Mr. Speaker, there is another view of the subject from an eastern standpoint, which, as only one other hon.

member from the Maritime Provinces has spoken on the subject, I think should be further urged, even at this late hour. I have listened attentively to the discussion of this most important subject during the debate, and I understood the hon. the Minister of Railways to say that he would be justified by the Act of Union with British Columbia, to stop the construction of the Pacific Railway whenever the Government decide that it would add to the burdens of the people, as provided by the rider to said Act. If that is the case, the difficulties of the situation will, in my opinion, be met by the motion of the hon. member for West Durham, which should be adopted in view of the embarrassed state of the finances, and the amount of taxation already imposed, which is so unsatisfactory in the east. This motion, now under consideration, only asked for delay on the British Columbia end of the line. The question at issue is, whether we can go on and finish the whole road, including the British Columbia portion, at once, and at the rate indicated by the hon. the Finance Minister, spending on that work \$10,000,000 this year, and the same amount next year, and \$5,000,000 each succeeding year, until the road is completed, without adding to the burdens of the people. All parties agree that it is expedient and necessary to build that portion of the Canadian Pacific road from Lake Superior to Winnipeg, and thence into the North-West Territory, as far as is required for the settlement of that country; but I do not think that the finances of the Dominion will justify the immediate construction of any portion in the British Columbia Territory, and I think that the hon. member for West Durham has proved and demonstrated that fact by data that cannot be controverted. I have always held, and frequently expressed this opinion in this House: that the building of the Pacific Railway was a burden which should not have been undertaken by Canada alone; but it was quite as much of an Imperial as a Colonial work, and should have received substantial aid from the British Government. It should have been made a condition by Canada before accepting the burdens and responsibility of uniting with that Colony, and adopting what was notoriously the

MR. BARNARD.