

pledged to the construction of this railway. It was so. He thought four times, the Act admitting British Columbia into the Union, affirmed the proposition that there should be a road built. In the original charter of the Interoceanic Company, it was again affirmed, as well as in the charter of the Pacific Company, and in the general Act conferring upon the Government the power to form a company. These several Acts were passed during the last Parliament, and were before the people at the last general elections, and the Government which carried them through Parliament were sustained at the polls. Consequently the Parliament and people of Canada were pledged to the construction of this road. The hon member from Montreal (Mr. Bureau) objected that this charter was granted immediately after the elections. That was the right time to grant it, the people having sustained the Government.

Hon. Mr. LEFELLIER DE ST. JUST—They lost in Ontario and Quebec.

Hon. Mr. McLELAND—But the general result was in favor of the Government. The hon. gentleman opposite admitted that the faith and fair fame of the country were pledged to the construction of the road. But how did he want it done? Every proposition made by the Government he opposed. He says we must build the road, and then brings a resolution that would have no other effect than to destroy the faith of the English money lender in the undertaking and prevent the success of the Canadian gentlemen in London. The hon. gentleman (Mr. Christie) had a strange way of maintaining the faith of the country. He reminded one of the Irishman who asserted the fame of Ireland and its fairs should be maintained, and then told his companions—when you go to the fair, wherever you see a head, hit it. (Laughter.) The hon. gentleman was similarly acting in respect to Canadian faith, and, he was sorry to say, but too well assisted in his evil work. He ran into strange inconsistencies. In one breath he spoke of the favorable terms and great advantages given the Company, and in the next piled up figures to show how enormously expensive the work must be. He found fault with the Canadian charter, while lost in admiration of the charters granted the American companies. One would suppose the natural inference to be that the Americans from their large experience should be a great assistance to us in the building of our road; but he told us he could not think of their having any part in the undertaking. The hon. gentleman from British Columbia said he

did not care where the money came from. He (Mr. McLellan) did not think either we should lay much stress on the fact that the money should be British. He also thought it was of little consequence where it came from, so that the railway was a Canadian work, managed and controlled in the interests of Canada. (Lear, hear). We had many Americans among us, who made very good citizens. Every fifty-fourth man in this Dominion, was born in the United States. He conceived these were strong reasons why we should open up our territories, in order to furnish additional inducements to people on the other side, to settle among us. If we referred to the census of the United States, we should be surprised to find how many people moved from the States in which they were born. With regard to Massachusetts, 150,000 persons from there settled in other States; New Hampshire, 120,000; Vermont, 177,000; New Jersey, 148,000; Kentucky, 104,000; New York, 1,000,000; California, 11,000; Illinois, 289,000. These figures showed the strong disposition of people to seek new homes. No doubt if our country was opened up, we should receive large accessions from the United States. We also needed the North West for new homes for our own people, many of whom, in search of them, crossed to the States. In Illinois there were 33,000 people who were born in Canada, in Minnesota, 16,000; in Wisconsin, 44,000; in Iowa, 13,000; in Michigan, 89,000. He thought these facts should prove the importance of our aspiring to be a nation, and to the establishment of suitable means of access to our fertile North West country. He agreed with the remarks of the honorable gentleman from Toronto (Mr. Smith) when he charged the honorable member (Mr. Macpherson) with dereliction of duty in not helping to form a new company, to keep this road from American influence. Had he attended the Conference at Ottawa he would have learned there was a change made in the character of the stockholders. There was now a guarantee that the stock could not be transferred for six years, which was not embraced in the charter of the Interoceanic Company. Complaint was made that the Government had not offered this work to competition. The effect of competition would have been to give us half a dozen instead of two contending companies. The leading men of the whole Dominion would have been divided into little knots, all in rivalry, and the very desirable object of union and harmony would have been frustrated (Hear, hear). Great objection was also made to