

intervening distances, secure communication with British Columbia as early as possible. The Government desired to open the great North West to settlement, but at the same time they wished the people of British Columbia to understand that they were anxious to carry out the terms of union with them as soon as possible. (Laughter by Hon. Mr. Carrall.) He saw the hon. gentleman smiled, but a confidential agent had been sent to British Columbia by the Government, and when the papers came down the liberality of the terms proposed to that Province by the Government would perhaps be a matter of surprise. When less liberal terms were proposed in the other House the other day, only five gentlemen voted for them, and thus it was seen what the feeling of the country was with regard to the carrying out of the terms of union with British Columbia. After entering into an explanation with regard to the four per cent guarantee, he said that a subsidy was to be given to railways connecting the Canadian system of railways with the eastern terminus of the Canadian Pacific Railway. This would give a direct connection with Lake Huron, and from the eastern point of Lake Huron, to the western end of Lake Superior. From that point they intended to construct the road to Fort Garry, and also the branch from Pembina to Fort Garry. He thought that from the experience which the country had had in the construction of the Intercolonial Railway, they would be inclined to adopt the motto of *festina lente*, especially seeing the different character of the two roads. The Government would construct the road throughout British territory as soon as they could do so.

Hon. Dr. CARRALL said it would be his duty to detain the House for some time, and to criticise the conduct of the Government. He regretted that it was so, for he would have preferred at this late period and almost the close of the session to have spoken rather words of endearment—(laughter), than otherwise with regard to the policy they had pursued. That policy would call forth some words from him that he hoped would not be taken in a political sense. He shared in the feeling of amazement and astonishment expressed by the hon. member from Kingston, that this Government or any other Government in Canada should think it was discharging its duty sufficiently by laying this bill on the table with sublime indifference, without a remark. It was a measure of the greatest importance, and one that had cost

the existence of one Government, and might result in the writing of the epitaph of the present on their tombstone.—(Laughter) He had heard utterances from time to time in which it was pronounced that it was in consequence of the admission of British Columbia into the Confederation that the country was called upon to build the Pacific railway. It seemed that the Government had brought this measure down at the last hour and carried it through the Lower House, and then it was sent to this Chamber as if it was the intention to smuggle it through at the end of the session. This he did not think was fair or just, because it was a matter that required the fullest and freest consideration, and the members of the Government should have come to the Senate with such a statement as would have enabled the Chamber to discuss the matter at length, but instead of that it had been left to the last moment, and was then laid on the table without a word. There was one thing that he felt a deep interest in, and that was in reference to the terms of the agreement made with British Columbia, and he felt it his duty to stand up in defence of those terms. It had been heralded to the world that British Columbian gentlemen were most expensive and luxurious, and to gratify them the nation was bound to build a railway from one end of the continent to the other. He desired to give that a flat contradiction, and he might say for the representatives of British Columbia, without taking upon themselves to boast, that they were actuated, in putting the conditions for building the railway into the agreement, by a desire to unificate and build up the whole Dominion. He looked upon the building of the Pacific Railway as the great agent in the work of European emigration, and a work that would enable them to make the Dominion a competitive nation with our neighbors in the south of this continent, in trading with the rest of the world. Still further, it would be the means of settling the country with an industrious population, and the railway system would offer such great advantages that in no long time Canada would have the lion's share of the carrying trade between the East and West. He would not go into the comparative merits of what would be the advantages that would accrue to the Dominion; but he would say that his motive in advocating the speedy construction of the road was not influenced by any narrow parish, or colonial, or provincial ideas. He held that if the Government carried