

had no assurance from the Government that it would be within the means of the resources of the country to build the road, but his own opinion was that it is perfectly within the power of the country to bear the taxation to put the railway through. He hoped the Government would show that they were in real earnest, and that they would put the matter through as speedily as possible.

Hon. Mr. ALEXANDER regretted that there was not sufficient time remaining to discuss the question, as he would have liked to occupy the attention of the House for a considerable time; but the feeling of the House was that the session should terminate in a few minutes.

Hon. Mr. LETELLIER—We will give you five hours for your speech if you like.

Hon. Mr. ALEXANDER went on to offer some objections to the scheme on the ground that the Government was taking too much power by providing that they should construct any portion of the line. He looked upon that as the most dangerous clause of the bill no matter from what point they looked upon it. With the evidence before them of past experience he looked upon it as strange that the Government should think of constructing any portion of the railway. In the United States, the plan adopted was to give private companies bonuses of land and money and he thought we should act on the same principle. If \$10,000 per mile was not enough to build the road, they should increase it, but let the Government not dream of building any portion of the road as a public work. He did not agree with the late Administration that it could be carried through in ten years, and even if it could, he believed it would be a calamity to the country to construct it throughout, unless there were about six millions of population. There was a large portion of the road that should be built soon, but the feeling of the country was that they should proceed cautiously with the construction of the road. They should have early railway communication with Fort Garry, and he asked why, with half a million of money expended, there was no survey yet to Fort Garry? There should be no time lost in completing that survey, and what he maintained now was the sentiments of every commercial man. They ought to build the line from Thunder Bay to Fort Garry, and from thence to Pembina. They were bound to make a certain connection there as soon as they could ascertain from the survey what was practicable. He proceeded to give a cal-

culatation of the distances between various places, and the probable cost he put down at \$35,000 per mile, which he proposed to provide by a money bonus, and a grant of 20,000 acres of land per mile, which would be value for a dollar an acre. He felt persuaded that the money could be raised in England to carry out the work, because, when the road was built, the land would become valuable, as in the case of Illinois, where it had been sold at from ten to fifteen dollars an acre. He maintained that the road could be built without increasing the burdens of the country, because the money could be had under an Imperial guarantee at four and a half per cent, and there was a steady annual increase going on in the revenue of the country, which would produce \$250,000 as the work proceeded. Then as to how the residue was to be raised, he thought \$250,000 could be saved from local grants, such as had been given to local municipalities. Then again with regard to the working of public institutions, there could be a saving effected, as for instance the sum \$189,000, which would not be again required, and which expenditure was occasioned by two extra sessions in the last year. No doubt it would be said that money was wisely spent. True, men who had served the country for half a century, had been hurled from office, and a large number of votes were recorded against them, but he thought the time would come when the verdict of the country would be reversed, and whatever else might be said it could not be alleged that the members of the late Administration had put one dollar into their pockets. They had become poor in the public service, and if they had made a mistake with regard to the Pacific Railway, it could not be denied that a certain party in the country had done everything they could to destroy the chances of raising the required capital in England. However, he was inclined to forget the past, and he only hoped their successors would show their ability to deal with this great national matter successfully. He regretted that there was no mind at the head of affairs, like that of Sir Francis Hincks, to make proper calculations as to the probable increase of the country's resources.

Hon. Mr. FLINT would have been perfectly willing to allow the bill to pass without saying a word, because there were certain portions of it which he approved, and others that he regarded as injurious and which, in his opinion, should not be passed. In looking carefully over the bill, he