

have retired from the company. I would have advised the company to do what I now advise the Government to do. Begin to build the railway at our north-western frontier—at Pembina, extend it into our prairie country to Fort Garry and beyond. There must be a basis afforded for the building of a railway as for the supply of an army. In the country I refer to the railway could be cheaply constructed and would open the country for settlers. I would also have commenced also on the Pacific coast to keep faith with British Columbia, and while doing this I would explore the rest of the country thoroughly from Lake Nipissing to the Pacific Ocean, so as to ascertain and be able to shew to capitalists what the cost of the railway would be, what its grades, and what the nature of the country covered by the land subsidy. While all this was being done probably two hundred miles of railway might be constructed—a portion in the prairie country, a portion on the Pacific coast—occupying perhaps three years, and involving an expenditure of eight to nine millions of dollars. If the charter is abrogated and the government adopt the course I recommend, this expenditure might possibly be taken out of the revenue, or at all events would impose little or no burden upon the people. My only object is to have the great land subsidy restored to the country. I believe if it is restored the government will never part with it again. When full information was obtained, government could determine whether to continue the railway as a public work or offer it to a company or companies. It might be possible to divide it into two or three sections, and let it be owned or controlled by the people specially interested in the several regions. The people of British Columbia might own their portion of the line which they were very anxious to do at one time (Hear, hear). The country will have to bear the whole cost of the railway—no one expects anything else. It is therefore important that it should be built as economically as possible. If the line were divided into sections the government instead of dividing the subsidies among companies might find it more economical to negotiate the securities and pay the companies as they became entitled to their shares.

These matters may be left for future consideration; meantime, we ought to ascertain what the road will cost; the physical features of the country through which it will pass, and the prospect of attracting settlers. Great efforts should also be made to open communication from Lake Superior to Manitoba, so as to be

able to introduce immigrants into our North West territories, without having them pass through a foreign country. Under the present arrangement there is no prospect of the construction of the railway being commenced in July next, no chance of that part of the engagement being fulfilled. I may state that I have no interest in any Pacific Railway Company and never shall have. The Interoceanic is dissolved. I have therefore but one object in view, that of getting the subsidies restored to the country. I have heard it urged that it is unpatriotic to do anything to prevent money being raised in England to be spent here; that the expenditure of it here is very important, and that it matters little on what representations it is got. I hope for the reputation of the country that this feeling is not widely entertained, at all events, it is the duty of Parliament to present only facts to the capitalists whom they invite to take an interest in this national undertaking, and to deal honestly with them. I hope this House will consider their responsibility in voting on these resolutions; their duties are special and peculiar—votes of the Senate have not the same political effect as votes of the other House have. It does not necessarily follow that carrying these resolutions would unseat the Government.

Hon. Mr. CAMPBELL.—No fear. (A laugh.)

Hon. Mr. MACPHERSON.—There would be no such result. The Government have on previous occasions retraced their steps—as in the case of the grand national policy. This House was very near throwing it out. I on that occasion as on this had the misfortune to differ with the Postmaster-General, and opposed that policy. I am inclined to think it will be very much the same with this measure. The Government will resist it now, and have to reverse their action another session. I have no doubt the time will come when these resolutions will be carried by Parliament, and this charter abrogated. I believe nothing this House could do would afford so much relief to the country, and raise the Senate to such an eminence in public estimation as passing these resolutions. I shall not detain the House any longer, but move, seconded by the Hon. Mr. Wilmot, the adoption of the first resolution. (Hear, hear.)

*Resolved*, That by the statutes 35 Vic. caps. 72 and 73, two companies—the Interoceanic Railway Company and the Canada Pacific Railway Company—were severally incorporated with full powers to construct and work the Canadian Pacific