

east? Did His Grace imagine the Pacific Ocean alive with all description of vessels sailing and steaming from our magnificent colonies, New Zealand, Van Dieman's Land, New South Wales, New Holland, from Bornea and the west coast of China, from the Sandwich Islands and a thousand other places, all carrying the rich productions of the east, and landing them at the commencement of the west, to be forwarded and distributed throughout our Northern American Provinces, and to be delivered in thirty days at the ports of Great Britain? Did His Grace weigh and consider that to the inventive genius of her sons England owes the foundation of her commercial greatness? We will not go to the length of asserting that she retains her proud pre-eminence solely upon the condition of keeping twenty years ahead of other nations in the practice of mechanical arts?

Did His Grace, in short, look forward to a grand national railway from the Atlantic to the Pacific? If not, let His Grace do so now. Let the people of Great Britain do so! Let her colonial Ministers do so. No country can have all the blessings and advantages of England and have them for nothing! Nor can she retain them without great exertion. Her accumulated wealth cannot be allowed to remain idle, nor will it. But the undertaking proposed has a higher claim to our attention. It is the great link required to unite in one powerful chain the whole English race. Let, then, our railway kings and our iron kings, our princely merchants and lands millionaires, let stirring and active spirits of the age, the great reformers and the modern politicians, many of whom are now proclaiming through the land that economy alone can save the country, condescend, for a short time even, to consider the undertaking proposed."

We can to-day, from this House, address ourselves to England, and we can tell her: What was then asked of you, the mother country, to maintain your pre-eminence and to unite in one powerful chain your immense colonies, we have done ourselves, and we have done it alone. We have done it through our statesmen, through the princes of Canadian finance. They have asked, it is true, some assistance from that accumulated wealth which your genius had gathered, but even those advances have been secured by us in an indisputable manner. In taking up the question of the Canadian Pacific one must bear in mind that that railway project was the largest ever brought out in the world as a single enterprise. There may be found networks of railways more extensive, such as the Pennsylvania Railway, composed of several links, born of isolated enterprises, afterwards amalgamated; and it is not impossible that some European Governments may have, in the course of time, added to their systems of railways a greater number of miles on the whole surface of their country. France, for instance, has disbursed at this moment more than \$300,000,000 on 9,000 miles of railway; Austria has guaranteed a sum of \$250,000,000 on 3,694 miles; but in no country in the world was there undertaken, in one stretch, the construction of 3,000 miles of railway, five or six hundred miles of which traverses a mountainous region, presenting almost insuperable difficulties. That vast conception which raises our position amongst the nations of the world, which renders us the equals of our proud and powerful neighbors, should not be belittled nor discredited by those most interested in its success—the citizens of this Dominion. Unfortunately, party spirit is such that the desire to destroy is stronger than patriotism, hatred dominates intelligence, and, in certain quarters, people have come to this, that they regret that all the catastrophes which were predicted have not happened. The Canadian Pacific is the offspring of two great ideas: 1st. The necessity of uniting into one great empire the British colonies of North America as a barrier against the absorbing power of the neighboring republic. 2nd. The importance of opening to the coming millions of immigrants the vast area yet unexplored, and of finding for the commerce of Europe, and of America itself, the best, the shortest, the quickest route to the unbounded wealth of Asia. I shall not dwell here upon the wisdom of the policy that has won for Confederation that immense and fertile North-West, and that wonderful country, British Columbia. No one has any doubt to-day upon that question. I only wish to say that out of such a sudden development of forces, there have grown sacred obligations which no good citizen should think of ever evading. The page of our official record upon which is written the attempt to repudiate our engagements will always remain a

Mr. CHAPLEAU.

dark page in our history, whilst the most striking fact standing out in the present period of our national life, the event that has averted the stigma from us and the calamity from the nation, will be the return of the Conservative Government at the head of Canadian affairs. I know that to palliate their own shortcomings our adversaries have tried to ridicule, to bring into contempt, the Administration that had promised the construction of the Canadian Pacific within the period of ten years. Hundreds of times in this House, in their newspapers, on the hustings, they have denounced that promise as absurd, ridiculous, impossible of realisation, and men for whom I cannot help feeling great respect, on account of their high character and their intelligence have allowed themselves to be so carried away by the errors of their party as to make the most solemn declarations, the most gloomy prophecies, prophecies, however, which have been completely and loudly contradicted by what has happened since. Five years had elapsed since a solemn pledge had been given to British Columbia that the transcontinental route would be built in ten years, when the hon. member for East York, then Prime Minister, declared as follows, in this House:

"I have been an advocate of the construction of a railway across the continent, but I never believed that it was within our means to do it in anything like the period of time within which the hon. gentleman bound Parliament and the country. I believe the bargain was an act of madness, of utter insanity, and an evidence of political incapacity that has had no parallel in this or in any other country that I am aware of. After careful examination I found that while there was comparatively little difficulty in ascertaining the probable character of the prairie country, nay, from the Lake of the Woods westward to the Rocky Mountains, it must be a work of Herculean magnitude to ascertain the exact character of the country through British Columbia and from Lake of the Woods, eastward to Lake Nipissing."

Herculean magnitude! The word was well chosen, and I call attention to it when I fully accept it as a striking illustration of the immense success that has crowned the broad policy of the present leader of the Administration, and the intelligent confidence of the party supporting him. Yes, in 1871, the project of constructing the Pacific was a sublime audacity. It revealed the foresight of the men who had conceived and brought out that great scheme. But in 1876 there should have been no room for doubt. The Premier had then before him extensive and precise information. Elaborate surveys had been made, if we can judge by the following statements of their cost, as I find them in the Blue Books:

For the section east of the Rocky Mountains:—		
Surveys up to the 30th June, 1872.....		\$194,125 40
do do 1873.....		345,967 52
do do 1874.....		199,156 26
do do 1875.....		290,873 82
do 30th Dec., 1875.....		246,769 13
Making a total of.....		\$1,276,892 16

Section of the Rocky Mountains:—		
Surveys up to the 30th June, 1872.....		\$295,302 00
do do 1873.....		215,850 00
do do 1874.....		111,068 00
do do 1875.....		183,656 00
do 30th Dec., 1875.....		204,137 00
Making a total of.....		\$1,010,016 00

Giving for all these surveys an aggregate amount of \$2,286,907.54.

Shall I compare the policy, the confessions of incapacity, and the failure of the Liberal party in 1876, with the action of the Conservative party and its results, after a period of nine years? In 1876, the leader of the Government announced to the House that the works on the main line of the Pacific had reached the following points:—East of Fort William, 22 miles of grading; in the direction of Lake Shenandouan, 13 miles of grading; and east of Red River, 25 miles of grading. I say grading only; not a rail was laid, not a piece of iron work, only grading. Three years afterwards, in December, 1878, the following was the state-