

ming"—I think the hon. Finance Minister calls it—he had to show the "silver trimming" of the cloud and he said in effect: "So confident am I of the success of my scheme that I will not name the day in which the blushing East shall be married to the rosy West, but it will be very much sooner than any of you expect." One moment he said: "I will go slowly in the West, because the work may be too heavy for us—don't be afraid," and the next moment he exclaimed: "I can get on so fast in the West that I shall be able to begin in the East quite soon—don't be afraid." Such were the hon. Minister's consistent statements. Well, I say that these suggestions are intended, no doubt, to be satisfactory and consolatory, and, perhaps, they will prove so; but to my mind, looking at this from a practical point of view, I believe that the suggestions of the hon. gentleman are impracticable of execution, and that it may be found out of the question to commence the eastern end until we have got through the centre and the western end, if the work is to be carried on according to his scheme and his views, which, I believe, as they stand, are beyond the resources of the country. Quebec may expect the eastern end to be commenced when the western road is finished—that is, that it will be begun in 1890, and may be finished in 1897, and I hope they will all be alive to enjoy it. Now, besides this enormous expense to which I have referred, besides this aggregate of I do not know how many millions of dollars, the interest of which, according to the old estimates, will be six millions a year, we have got to consider the running expenses. These expenses Mr. Fleming estimated, in former days, at \$8,000,000 a year; but my hon. friend from Lambton estimates them at a gross sum of \$6,750,000 a year for the whole line, or \$4,500,000 a year from Fort William to the Pacific. Of course, against this sum are to be set the receipts, which will be considerable, and will, in some sections of the road, perhaps, meet the expenses; but in the early days, and for a long time, the road as a whole will, I believe, be run at a loss. Thus you have a charge for interest and expenses for this Pacific Railway, which, if you add the cost of interest during construction, places it, according to any estimate you may form, wholly

beyond the resources of this country to do the work in the way, and at the rate that the hon. gentleman has suggested. Now, what must we do? What are we bound to do? What are those things which it is essential for us to do? I agree that we must finish the road to Selkirk; and I am glad to hear the hon. gentleman is going to save a million on it. I would prefer, if he would make it a million and a-half, which would be perhaps as easy. We ought to finish the road to Selkirk as rapidly as possible, consistently with due economy. The contracts are let, and I suppose that road will proceed. I agree, also, that we ought to proceed with the road through the western prairies as rapidly as we find the settlement and the development of that country requires us to advance. I believe that just as fast as we see that the flow of settlement presses for it and will be promoted by it, we ought to get on with the prairie road; and, therefore, to the suggestion of the hon. gentleman, that he has contracted for one hundred miles, and that he is about to contract for another hundred, I offer no dissent, but my hearty approbation. I believe that the true course is that which the hon. gentleman has adopted. That is, to proceed with the construction of these sections. He has told us in what time he expects to have them finished; but long before they are finished we may know at what time and at what rate it is necessary for us to proceed further in order to develop that country. We can be guided by circumstances, and construct the road, if necessary, even slightly in advance of the actual tide of settlement, but not so far in advance as to be expending our money before it can be of any use. To do that which I have suggested, to finish the road to Selkirk, to pay off the subsidy of the Canada Central, and to proceed with the construction through the prairie, will, in my opinion, drain the resources of this country, taxed and burdened as it is, to the utmost farthing. But to that we are committed. The die is cast. We must, whether our hopes be brighter or fainter, all agree to give a fair trial to the great experiment, on which we have risked so much, of endeavouring to settle, as rapidly as possible, that great North-West country, in the way and