

understanding should be defined, I now proceed to announce the conclusions at which I have arrived. They are :

"1. That the Railway from Esquimaux to Nanaimo shall be commenced as soon as possible, and completed with all practicable despatch.

"2. That the surveys on the mainland shall be pushed on with the utmost vigour. On this point, after considering the representations of your Ministers, I feel that I have no alternative but to rely, as I do most fully and readily, upon their assurances that no legitimate effort or expense will be spared, first to determine the best route for the line, and secondly to proceed with the details of the engineering work. It would be distasteful to me, if indeed, it were not impossible to prescribe strictly any minimum of time or expenditure with regard to work of so uncertain a nature ; but, happily, it is equally impossible for me to doubt that your Government will loyally do its best in every way to accelerate the completion of a duty left freely to its sense of honour and justice.

"3. That the waggon road and telegraph line shall be immediately constructed. There seems here to be some difference of opinion as to the special value to the Province of the undertaking to complete these two works ; but, after considering what has been said, I am of opinion that they should both be proceeded with at once, as indeed is suggested by your Ministers.

"4. That \$2,000,000 a year, and not \$1,500,000, shall be the minimum expenditure on railway works within the Province from the date at which the surveys are sufficiently completed to enable that amount to be expended on construction. In naming this amount I understand that, it being alike the interest and the wish of the Dominion Government to urge on with all speed the completion of the works now to be undertaken, the annual expenditure will be as much in excess of the minimum of \$2,000,000 as in any year may be found practicable.

"5. Lastly, that on or before the 31st of December, 1890, the Railway shall be completed and open for traffic on the Pacific seaboard to a point at the western end of Lake Superior at which it will fall into connection with existing lines of railway through a portion of the United States, and also with the navigation on Canadian waters."

This is Lord Carnarvon's decision, or the conclusions at which he had arrived as a mediator between British Columbia and the First Minister of that day. It will be seen that the late Government here pledged themselves to build the line from Esquimaux to Nanaimo without delay. What did that mean in the first place ? I am quite certain that my hon. predecessor will not question the calculation I have made when I say that, at the very lowest estimate, it would cost \$4,000,000. It is simply adding \$4,000,000 upon the

Western end of the Canadian Pacific Railway, to the \$4,000,000 he had already added to the eastern end. But that is by far the least grave portion of this matter. However much the hon. gentleman disregarded, in his own action, the clause of the Bill which provided that the work should not proceed so as to involve an increase in the taxation of the country, by this negotiation and engagement with Lord Carnarvon, he left himself entirely unprotected. I should like to ask what it would cost to construct a waggon road for 400 miles through the Rocky Mountains. Is not that an enormous addition to the contract to construct as rapidly as possible the Canadian Pacific Railway ? I trust that the hon. member for West Durham will read, mark, learn, and inwardly digest these statements, which received the ready and hearty concurrence and endorsement of the late Minister of Public Works. I am aware that the hon. member for West Durham was a little restive under those terms. At any rate, sitting upon this side of the House, he exhibited a little of that restiveness which characterises him when he is not in the Cabinet. The hon. member for West Durham put a question on the Notice Paper on this subject, and what was the answer of the hon. First Minister of that day ? Feeling strong in the integrity of his position and in the consciousness that he was grappling with the construction of a great national work, he said :

"With respect to the question raised by my hon. friend, the member for South Bruce, I may say I have nothing to ask from Parliament. We have no authority to obtain, but have merely to communicate this decision and rest upon the House supporting us in accepting the terms that have been made through the intervention or mediation of Lord Carnarvon, and that support I do not doubt will be cheerfully accorded."

Have we not a right to ask those gentlemen who were ready to accord support to the leader of the late Government, when he proposed, not only to pledge this country to build the Canadian Pacific Railway from end to end, but to add \$8,000,000 to any expenditure which had ever been proposed by his predecessors, and add the cost of the waggon road and of the administration of two-thirds of the land these people were to receive, to consider fairly our position ? That hon. gen-