

chief reason why he considered it in the best interests of the Dominion to construct it as a public work, was the apprehension he entertained that if a large area of a country fell into the hands of a company there would be danger of the control falling into the hands of unfriendly rivals, and the settlement of the country might be either postponed in favour of the neighbouring Republic, or might be carried on injuriously to this Dominion. Entertaining that view, he submitted a number of resolutions to this House about two years ago, in April, 1873, and he thought that in these resolutions was suggested a scheme which might have been adopted with advantage by the Government. He thought that it would be admitted to-day that if the Government had acted upon it when they succeeded to office; if they had adopted the plan suggested here, it would have been satisfactory to the whole Dominion, and entirely satisfactory to British Columbia. It might have been accomplished without a large expenditure; without anything like the expenditure that they afterwards proposed to make on works of little or no utility. On that occasion he had moved to resolve that with a view to the early commencement of the Canadian Pacific Railway, and in order to keep faith with British Columbia, and to carry out the conditions agreed upon at the union of that Province with Canada, and to ensure the certain and early uniting together by railway of all the Provinces of the Dominion, the Government should forthwith determine the terminal points of the line on the Pacific coast, and east of the Rocky Mountains, and should at once commence and proceed with the construction of the railway through the Department of Public Works; or by a board of competent commissioners appointed for that purpose. That simultaneously with commencing the construction of the railway, steps should be taken by the Government to obtain a thorough, accurate exploration and complete survey of the whole line between the terminal points on the Pacific coast and the south side of Lake Nipissing, to ascertain the features and physical formation of the country, to determine the alignment and grades of the railway, and to procure a close estimate of the cost for the information of Parliament and of the country. A large amount had been expended, and a larger amount was offered to be expended in what would have been productive of little or no good result. He was one of those who voted against the measure of last session for the

construction of the Esquimalt and Nanaimo Railway. His reason for doing so was, he believed, in the first place, that the expenditure would have been utterly unproductive; that the proposed railway would not be a work of any utility; that the offer was really to bribe British Columbia into consenting to an indefinite postponement of the Pacific Railway. He believed also that the arrangement would not have effected a settlement of the question, because while British Columbians were willing to accept it for a time, they would not have been satisfied for long, and would have demanded the construction of the Pacific Railway in fulfilment of the conditions of Union. His hon. friend (Mr. Carrall) was candid enough to tell them so on the floor of this House. It was simply the expenditure of money that was offered to conciliate the British Columbians, without being of any national service. And that policy was continued; for after the bill authorizing the Esquimalt and Nanaimo Railway was lost in this House, and some other means had to be devised to satisfy for a time the people of British Columbia—a small sum comparatively, but a large sum considering it was really a sop—three quarters of a million was offered to them for an indefinite postponement of the Pacific Railway. Now, he would have opposed the grant of \$750,000 this year, if it had been brought up, as an improvident grant. He believed the people of this Dominion, from one end to the other, desired the construction of our great national railway—not in an extravagant manner; not before the means of the country would permit of its being constructed without inconvenience to the exchequer; not faster than the settlement of the country required; but as fast as the interests of the Dominion demanded. He believed a great majority of the people desired to see the Pacific Railway carried out. He would only say a few words with respect to the negotiations carried on with British Columbia. He did not think they had been conducted in a spirit worthy of this Dominion. The bargaining with British Columbia had not been carried on in a spirit worthy of Canada. He confessed he read the last Order in Council with a great deal of regret and with some pain; for it was not conceived in that tone of national dignity and loftiness which should characterize the State papers of this country. If the Government, instead of occupying a great deal of time in paltry negotiations, had commenced the Railway and made a moderate expenditure as evidence of their good faith and their desire to carry out what

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