

try. We must not altogether forget the eastern connection. The hon. gentleman has not been altogether oblivious of that part of the through line. It was politic on his part to throw out some faint hopes of the construction of that link. Quebec has spent some \$11,000,000, which she can ill afford, for the construction of a railway principally designed to tap the Pacific trade. Quebec has stretched her arms out towards the great west, as far as this city, and the question is, how soon is she to get further, how soon that great expenditure is to be productive of the benefits expected? I am glad to know her road is paying something as it is; but what Quebec expected was not simply that it should pay, while it is new and cheaply worked, some fraction of the interest on the cost of construction, but that it would pour a great tide of traffic into her principal cities, and bring prosperity into her midst. But unless and until an eastern connection of some kind is made, those expectations of the Province of Quebec, on the faith of which she proceeded to construct her railway, cannot be realised. My hon. friend felt that. I should not be surprised—I do not know anything about it—but I should not be surprised if my hon. friend had been told something of that sort in private. I should not be surprised if some hon. member from Quebec had forcibly expressed to him, in private, the same observations which I have now made in public. I should not be surprised if it had been indicated to him, in language as strong as was consistent with the politeness due to a powerful Minister, that it was essential that he should throw out, at any rate, some ray of hope, however faint, that at some early day the Quebec Railway should be connected with the through line; that he should say to the members from Quebec: "Gentlemen, at the present time we can only burn the candle in the middle, and at the western end, but the time will come sooner than you expect when we will be burning it in the middle and at both ends, when it will be alight in the east also." That is, in fact, what the hon. gentleman has vaguely suggested to us to-night. But my hon. friends from Quebec will consider how nearer they will be to the attainment of a connection with the Pacific

Railway by engaging immediately to construct the western end, and to spend, according to the revised estimates, \$30,000,000 in British Columbia. They will consider how much it is going to hasten the day in which our surplus cash will enable us to make the connection for which they long, to find \$30,000,000 into that "Brown Country," which is depicted in the hon. Minister's map. They will judge whether our purse is like the widow's cruise of oil, in which, however much you may draw from it, there will always remain enough. They will consider whether even out of our abundance, even out of our prosperity, even with our large capacity for raising loans and obtaining moneys, we will be all the better able to deal with the eastern end, because we are commencing now to build the western end. They will reflect upon the possibility, nay, I will say the strong probability, that the effort to build the western end, if so precipitately engaged in, may crush this country, destroy the whole scheme, and render impossible for all time, or, at any rate, for a very long time, to attempt an eastern connection. According to his fashion, the hon. gentleman was not quite consistent in this matter. He was at pains to point out, in order to soothe the anxious fears of his friends and supporters, that the Government was in a position to go slowly. This contract, he says, contains clauses which give an absolute power to stop the work at any time; and if we find the resources of this country are going to be too heavily weighed down by building this 125 miles in British Columbia, depend upon it we will stop. We are not going fast; we are going slow. We expect, however, within ten years, having saved that ten millions I have spoken of, to do this much, at any rate; but we will not engage to do it within ten years. We do not consider ourselves bound to British Columbia to do it by 1890, and we will not do it within ten years if it presses too heavily on our resources. So much was necessary in order to soothe the fears of those who dreaded that the taxation would be too great and the expenditure too rapid. But then the hon. gentleman had to draw back, and in order to show that even all that expenditure would not indefinitely postpone the work at the eastern end, had to show "the silver trim-