

done by the right hon. the Leader of the House, when he explained the financial policy of the Government respecting the Railway. But, Sir, I will say that I believe that policy to be sound and good; and that it is calculated to build up the North-West as successfully, as permanently, and as rapidly as any policy that can be propounded. Whilst the Railway Land policy of the Government was under discussion, and during this debate, allusion was made to the growth of population in Nebraska and Kansas. Sir, when I first slept in Nebraska—rolled up in my blanket on the ground, twenty-eight years ago—there was not a white settler's house within its borders. The frontier military posts, and a few licensed Indian traders, were its only inhabitants besides the wandering tribes of the plains. When I first slept in Kansas it was the same. There was then west of the Missouri, no State of Nebraska, Kansas, Colorado, Nevada, or Oregon; no Territory of Dakota, Montana, Idaho, Wyoming, Arizona, or Washington; no British Columbia. The only organised Governments were the Territory of Utah, composed of a few scattered settlements along the foot-hills of the Wahsatch Mountains and near the shores of Salt Lake; the Territory of Oregon, which had a few settlements on the Columbia, Willamette, Cowlitz and Nisqually; the Colony of Vancouver Island, with a mere handful of whites, gathered under the guns of Fort Victoria; and the State of California, with two to three hundred thousand people. There was then but one small mail that crossed the continent, and that was carried monthly from Salt Lake, each way, during about six months in the year. Since then the whole extent of that vast territory has been covered with young nations, possessing all the elements of vigorous national life, enjoying all the appliances of modern civilisation, yielding fabulous wealth, and stoutly contending as rivals in the race of progress with States and Provinces, the work of centuries on this continent. Western Nebraska and Kansas, with Colorado, Montana, Idaho, Washington, Utah and Nevada, are no better than British Columbia, and in many important respects are far worse. Two hundred and fifty miles west of Missouri River,

Nebraska and Kansas cease to be agricultural states. Thence for sixteen hundred miles west, till the valley of the Sacramento is reached, no cultivated land exists,—except patches in Utah nourished by irrigation. North and south, east and west, it is mountains with untold mineral wealth, and vast plains that will ever remain pasture lands, amid irredeemable deserts. The consequence is that when the western limit of cultivable lands in Nebraska, Kansas, and contiguous territories, shall have been occupied, the tide of population flowing westwardly in the United States in search of arable land, will turn northwardly and spread itself over the fertile belt in our Great North West. Of this, there seems to me to be no doubt. Hence the policy of Government in pushing onward vigorously the Pacific Railway—providing rapid facilities of transportation for our own immigration and the coming tide from the south—commends itself to every patriot. The hon. gentlemen opposite, ever since the Debates this Session began, and ever since the admission of British Columbia, have declaimed against the building of a railway at such a vast cost. Why, Sir, the total amount for the whole line, some \$80,000,000, would be voted by this Parliament at once, for the purpose of defence, if a war broke out to-morrow, and would be voted without a dissenting voice. Sir, if the expenditure for the Railway, is spread over eight or ten years, it is small in comparison to such an expenditure for defence purposes; for war expenditure would be an expenditure from which we should see no great reproductive works in the future, but would be spent at once and lost for ever. But this Railway is a great work, a great national work, that will be valuable for all time; and would become more and more valuable year after year. War would ensure a vote of a vast expenditure of millions, entailing the slaughter of our sons, the destruction of our property, and manifold miseries; whereas here, we hesitate and object to a vote for a peaceful purpose; for a railway that will always be an instrument of peace, and an implement of war. Let me draw the attention of the House to some statements made by the *Toronto Globe*, while the hon. member for Lambton (Mr. Mackenzie) was the leader