

scheme to friend and foe ; it is with a firm heart that I present it to the Canadian people.

Some hon. MEMBERS. Hear, hear.

The PRIME MINISTER. I am well aware that it shall not be received everywhere with the same feelings. I am well aware that it may scare the timid and frighten the irresolute ; but, Sir, I claim that every one who has in his bosom a stout Canadian heart will welcome it as a scheme worthy of this young nation for whom a heavy task has no terrors which has the strength to face grave duties and grave responsibilities.

MR. R. L. BORDEN (Halifax). Mr. Speaker, the right hon. gentleman has pursued a somewhat unusual course in the introduction of this measure. Every one acquainted with parliamentary procedure knows that in the case of great projects of this kind the usual practice is to put a resolution upon the Order Paper, to acquaint the House with its terms and to thus enable the measure to be discussed intelligently when it is introduced, if discussion at that time is thought necessary. That was the course pursued with regard to the Canadian Pacific Railway in 1873 and again in 1881. That was the course pursued with regard to the Drummond County Railway contract. That was the course pursued with regard to the Grand Trunk Railway contract in 1889. That was the course pursued in every case with which I am familiar, except with regard to the Yukon Railway and this ; and this possesses many of the characteristics which were noticeable when the Yukon Railway project was introduced. I would have thought it not out of place, I would have thought it somewhat more consistent with the courtesy which the right hon. gentleman usually displays to this side of the House, that a copy of the measure might have been placed in my hands at least a few hours before the right hon. gentleman presented it to the House. But at the conclusion of a very discursive statement in which he has rambled over the history of this country for the past twenty-five years, in which he has dealt with the question of bonding privileges and fishery rights, in which he has traced the history of explorations and pointed out that a gentleman named Alexander Mackenzie was the first man to reach the shores of the Pacific—

Some hon. MEMBERS. Hear, hear.

MR. BORDEN (Halifax). I think some of the hon. gentlemen opposite cheered that under the impression that my right hon. friend referred to a late honoured member of this House and Premier of this country.

Some hon. MEMBERS. Hear, hear.

Some hon. MEMBERS. Oh.

MR. BORDEN (Halifax). After making his very discursive speech, the right hon.

gentleman at his conclusion was good enough to send to me across the floor of the House a copy of the Bill which I suppose he might have sent me this morning or even yesterday. Well, that may be in perfect consonance with the right hon. gentleman's idea of fair dealing with the opposition in this House ; but all I have to say is that it is not in consonance with the treatment which up to this time I have had the good fortune to receive from that right hon. gentleman.

The right hon. gentleman tells us that he has heard no dissenting voice with regard to a transcontinental railway. Well, I did think, Mr. Speaker, that that was a most extraordinary proposition to come from the right hon. gentleman. Has the right hon. gentleman's memory failed him ? Can he not recall the days of twenty years ago when his eloquent voice, with those of his leader and his colleagues and associates, were raised against the project of a transcontinental railway ?—when we were told in effect that it would be better to break to pieces this Dominion of ours than to go to the expense of building a railway across this continent ; when we were told that the western country was so worthless and useless that a railway across it would not pay the cost of the grease of its axles ; when we were told that the great province of British Columbia was a mere sea of mountains. Yet, the right hon. gentleman stands up in his place and tells us that he has never heard a dissenting voice with regard to the project of a transcontinental railway. Well, Mr. Speaker, we are glad to hear the eloquent words of the right hon. gentleman to-day. We are glad that he has at last awakened to a sense of the importance of a transcontinental railway across this country ; and we are glad that he admits to-day that the Canadian Pacific Railway, upon which project the Conservative party staked its political life, has been the means of binding together the people of Canada and making it the nation that it is to-day.

It is of course impossible for me to deal in detail with the project of the right hon. gentleman to-day, for the reason that I have already mentioned. But there are one or two general matters respecting which I would like to make a few remarks before this Bill is read for the first time. In the first place, my right hon. friend says there is no time for deliberation ; we cannot wait ; we must do this thing at once ; the time is for action, and not for deliberation. I would like to point out to my right hon. friend that his government has been in power for a period of seven years, that this transportation question has been before them during all that time, that during at least three or four years of that time a large immigration has been flowing into the Northwest ; and yet the right hon. gentleman says that there is no time for deliberation. Well, I think the scheme on its face bears