

their public debt and constructed large public works, and stimulated and fully developed every branch of their industry, showing that their country is prosperous. It is the same in France under the same system, and France is now destroying the sugar refining interests of England and Scotland, where many refineries are running on short time. This is the result of a drawback system similar to that which is applied in the United States, and by which our refiners are being crushed out of existence. It is argued that we are getting cheaper sugar by this, but it is evident that as our refiners are being ruined those of the United States are being built up, and it will end in giving them a monopoly of the trade and consequently of the prices. Then, instead of having our sugar cheaper, it will cost us more because we will have to buy from the United States. I believe in the principle of Free Trade in the abstract, but it is necessary to establish and protect infant industries before we can expect them to compete with those of like character in other countries. We find a balance of trade against us in our dealings with the United States; we have to give them millions in gold which we borrow in England year by year. This must be destructive of the best interests of the country. We cannot construct our public works if this system is carried on as it is now. Last November our Finance Minister borrowed £2,500,000 in a manner to which I am opposed. We are not informed for what purpose he negotiated that loan. To raise this sum he required promissory notes of Canada, £100 each, payable annually at four per cent. He practically sold them for less than £91 cash, by payments extending to nine months, which, at 5 per cent greatly reduced the net cash value. Those bonds, or bonds of exactly the same character, were then selling in the London market at £94 10s, so that they were actually thrown away. Yes, thrown away! in one day, hundreds of thousands of dollars of our public money. Anybody else could have purchased in the market for £2,594,600, being about \$1,300,000 of money lost in one day, through the incapacity, blundering, muddling and meddling of our Finance Minister. Now, if this is the case, if we have to borrow money on those terms and conditions, it is no wonder the country is in a depressed state under such Reformers. Some change must be made. We must have something to stimulate our trade. As long as we allow the United States to draw from us the balance of trade in gold, we must expect to remain as we are now—commercial dependencies of that country—

and the "manifest destiny" policy of our neighbors may in a short time be realized. Unless this Government looks with a more anxious eye and fostering care to the industries and financial affairs of this country that result will inevitably follow. But everything indicates a bright future yet. A change is coming for the better. When false professors of purity and economy shall give way to better men—men who in the past successfully carried us through many difficulties, and under whose *regime* the country prospered.

Hon. Mr. REESOR—Hon. gentleman who complain of the Address of the Governor General confine their complaints mainly to the condition of trade, and the delay in the building of the Pacific Railway. When we consider the vast difficulties to be surmounted in constructing a railway through British Columbia; when we consider that a whole season has been consumed by the largest staff that could possibly be put on to survey a single route, there is a sufficient reason given to excuse the delay which the Government have seen fit to exercise. Already three routes have been surveyed—Bute Inlet, Gardner River and Dean Channel—all of which present insurmountable difficulties, and the Government are justified in trying further before adopting any of them. At present they are engaged in surveying what I suppose will be the last route—by the Thompson and Fraser rivers. So far as known there is a better prospect of obtaining a practicable route by this than by any other that has been surveyed, while it passes through the heart of British Columbia, affording an outlet for the most valuable portion of the agricultural district of that Province. It will also afford facilities for ingress and egress through by far the best settled portions of British Columbia, and in the end accomplish more, not only for the Province, but for the whole Dominion, than if any other route had been adopted. It is expected also, I have reason to believe, that in the course of another season the Government will be able to determine whether a practicable route can be found by way of the Thompson and Fraser, and when it is decided I have no doubt all due diligence will be exercised in opening up that route, building the road, and finally connecting the Pacific with the Atlantic by bands of iron that will be lasting and unite the people in such a way as to satisfy them of the advantages of confederation, which we are now beginning to realize. In regard to the trade of this country, it must be admitted there is a great deal of depression. Possibly the Government might not have done anything amiss—my own impression is