

it is to be regretted that the Government have not, through His Excellency's mouth, or in any other way, told us why it is—neither has it been done in the other Chamber—that they deem it of such great importance that the road should be completed at an early date. What are the substantial results that are to follow from the early completion of the road? I am not aware of any. Of course it is a sad thing that we should be severed from the people of British Columbia, but I do not think that even amongst the supporters of the Government it is considered worth while involving the country in vast unnecessary responsibilities that we may be enabled to fly into the arms of our brethren on the Pacific slope at an earlier day. The local trade clearly cannot be large, that is, the trade with British Columbia, and I hardly think that the volume of the Asiatic trade, which it is hoped will at some time find its way across the continent by that route will immediately be very great. There are two competing lines in the United States, and our road will have to fight its way, and it will not for some time probably carry a great deal of that trade. It seems to me that it would have been better to have taken our time in constructing the road, and build it as the resources of the country would allow, and instead of building in such a hurry to have followed the course of settlement, and build just fast enough to allow settlers to fill up the country. I am pleased to know that on this point at any rate some members of the Government agree with me. I find that the hon. gentleman who is now Minister of the Interior, in speaking on the subject of the Canadian Pacific Railway some time since in this Chamber, used language which I cordially endorsed at that time, if I remember rightly, and which I still endorse. "I have always been of the opinion" said the hon. gentleman from Saugeen, at page 577, official Debates of the Senate for 1878, "that the all rail-line was too heavy an undertaking for this country to enter upon; I thought our policy should have been to have begun our railway at Pembina, and carried it across our prairies as fast as our circumstances would permit, and as fast as the settlement of the country might require. That was my policy." I see that the hon.

gentleman went on further to enlarge on the subject, but that was his policy, and that is the policy that I was glad at that time to be instructed in by the hon. gentleman, and I still continue of the same opinion that I held then. The country has undertaken to contribute very largely, directly and indirectly, ready money, land, franchises, monopolies or exclusive privileges—if the Government prefer the expression—to this company. The Government have recently given them a guarantee for a very large amount, and we expect to be called upon now to do something further for that company—it is quite clear that that is the meaning of His Excellency's speech. I believe, hon. gentlemen, that when we come to the end of this Pacific Railway business we shall have this position of things: That the Government will have practically built the Pacific Railway, and the Company will own and control the road. It seems to me that the policy of building the road as fast as the circumstances of the country required, the country owning the road and running it in the interest of settlers would have been infinitely better than the course that has been adopted. There are many things which the Company have done that do not meet with the approval of the people of the North-West. When I say do not meet the approval, I mean things that affect injuriously the progress of the North-West; and some things which they propose to do are calculated to affect injuriously the prospects of the Eastern part of the country; and in my opinion it is the duty of the Government, now when the Company come asking for something further, to see that the country receives some consideration for what the Government do for the Company. Some of the objectionable privileges granted to the Company may be withdrawn; and if that is not done, one thing certainly might be done: the Government might seize this opportunity of making it a condition to the granting of any further aid to that Company, that the Eastern terminus of the road should be within Canadian territory.

HON. SIR ALEX. CAMPBELL—The Eastern terminus is at Montreal.

HON. MR. POWER—That is not the only terminus; that is the summer ter-