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DEBATE IN THE SENATE

ON THE

Canadian Pacific Railway.

THE GOVERNMENT POLICY CRITICISED.

The following is a reprint from the Official Report of the Debate in the Senate on the Policy of the Government respecting the Pacific Railway:

MONDAY, March 20.

THE CANADIAN PACIFIC RAILWAY.

Hon. Mr. CARRALL moved, "That the construction of the Pacific Railway having formed the principal condition upon which British Columbia entered the Canadian Confederation, every reasonable effort should have been made by the Government of the Dominion to satisfy the people of that Province that faith would be kept with them; but this House regrets to find that whilst incurring, or ready to incur, immediate expenditures of several millions of dollars not needed, or of doubtful utility, the Government has failed to proceed vigorously with the construction of our great national inter-oceanic railway, which is so essential to the material advancement of all the Provinces of the Dominion, as well as to the early consolidation of political and social union among the whole people."—He said he would claim the respectful attention of the House on this subject. He might be somewhat discursive, but he would claim the indulgence of hon. gentlemen, inasmuch as he had troubled the House very little during the present session. Moreover, the subject had grown to be of such momentous proportions, that it was watched with intense interest and anxiety by those who were instrumental in consummating the confederation between British Columbia and the older provinces. They had watched with a great deal of interest and anxiety the proceedings as the terms were being negotiated in England by Sir George Cartier and Hon. Wm. Macdougall for the acquisition of the North-West Territories, and at the same time they endeavoured to overcome the opposition of those who were adverse to the entrance of British Columbia into the scheme of Confederation. Those who composed the population of that Province at that time might be divided into three classes:—The Canadian section, who were very large, and devoted to their flag and their country, and who felt that it was of the first importance, if the Dominion was ever to be a success, that British Columbia should become a portion of the Confederation at as early a moment as possible. The Hudson Bay Company—a wealthy, powerful corporation, possessing all the influence acquired by many years of control in that country, and who from Conservative notions were opposed to Confederation, as they wished to hold the colony for as long a period as possible as a fur preserve. They were active opponents of the scheme of Confederation. Then there were the officials who received their appointments from Down-

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