

do so, we can stop the work without paying one dollar for loss, or for the profits the contractors might otherwise have made. If that stoppage is ordered for six months, we must make compensation by extending six months to the time allowed for the completion of the contract. I expect, with the utmost confidence, that that road will be finished and equipped with a moderate amount of rolling-stock in as cheap a manner as is compatible with safety in going over it, and that the whole of the cost will come within the \$9,000,000. I will now refer to the objections to the Burrard Inlet route made a year ago. First that it was too near the American frontier—

MR. MACKENZIE: Have you not shifted the frontier?

SIR CHARLES TUPPER: We cannot prevent our line being exposed to having its traffic carried to a terminus in the United States; but there was a more important matter—that the Burrard Inlet could be commanded by guns on San Juan Island, and we considered how that difficulty could be met.

MR. BLAKE: It might be done by getting a big gun ourselves.

SIR CHARLES TUPPER: The hon. gentleman says by getting a big gun ourselves; but we have another mode of meeting the difficulty, namely, by the construction, when required, of eight miles of railroad, from the harbour of Esquimaux to Sanwich Inlet, which will enable us to get to Burrard Inlet, and thus avoid one of the principle objections that I raised last year. The hon. gentleman will not have the opportunity, I think, to throw the taunt across the House that I carried out a policy to which I was opposed. I had the candour to say, last year, in the light of all that was then known, that I would select Burrard Inlet, and all we asked the House to say was that the location of that line was premature. The subsequent exploration and examination confirmed us in the course we adopted, and having made this examination, I think we disposed of the word "premature." Having pronounced the policy of the construction of this road by the appropriation of 100,000,000 acres of lands, the Government felt it was necessary to put before the world the most authentic information we could get in relation to that land, and,

notwithstanding that a large amount of money has been expended on surveys, I think it is not so large as we have been led to suppose. Some \$900,000 charged for surveys, should have gone towards construction, because it was really in relation to the location and construction of the road. But, as the hon. First Minister of that day told the House, this was no ordinary survey. We were exploring a country running from Nipissing to St. James' Bay, running from Vancouver Island to Fort Simpson, and running from the fifty-first to the fifty-sixth parallel of latitude across the continent. The Report I laid upon the Table of the House last year, was accompanied by a map giving the best information in possession of the Government in relation to the lands in the North-West. In this map the portions of the country about which we had no definite information as to its value for settlement, were indicated; and I am happy to be able to say that, from the explorations of the past season, we are now able to say that from the foot of the Rocky Mountains to the western boundary of Manitoba, we can find 150,000,000 acres of good land, and only 30,000,000 acres of land unfit for settlement.

MR. MACKENZIE: That is not the Railway belt.

SIR CHARLES TUPPER: Yes, it is. The hon. gentleman can see that for himself from the map.

MR. CHARLTON: Does it cover the Peace River district?

SIR CHARLES TUPPER: It does to some extent. I am happy to be able to state that the surveys will be completed on the first day of July this year, and that every dollar in the Estimates for the coming season will be expended in the construction of the road. Although, in connection with the diversion of the line south of Lake Manitoba, to run through a country valuable for settlement—the best country for the railroad to pass through and to promote colonisation as rapidly as possible—the length of the line was increased some twenty miles, nearly four miles were saved between Thunder Bay and the Red River. We have found a good line between Winnipeg and the Rocky Mountains, escaping the enormous gullies to the south of Edmonton Pass, which shortens the road by ten miles or more.