

impossible, to prescribe strictly any minimum of time or expenditure with regard to work of so uncertain a nature; but, happily, it is equally impossible for me to doubt that your Government will loyally do its best in every way to accelerate the completion of a duty left freely to its sense of honour and justice.

"3. That the waggon-road and the telegraph line shall be immediately constructed. There seems here to be some difference of opinion as to the special value to the Province of the undertaking to complete these two works; but, after considering what has been said, I am of opinion that they should both be proceeded with at once, as indeed is suggested by your Ministers.

"4. That \$2,000,000 a year, \$1,500,000 shall be the minimum expenditure on railway works within the Province from the date at which the surveys are sufficiently completed to enable that amount to be expended on construction. In naming the amount I understand that, it being alike the interest and the wish of the Dominion Government to urge on with all speed the completion of the works now to be undertaken, the annual expenditure will be as much in excess of the minimum of \$2,000,000 as in any year may be found practicable.

"5. Lastly, that on or before the 31st of December, 1890, the railway shall be complete and open for traffic from the Pacific seaboard to a point at the western end of Lake Superior, at which it will fall into connection with existing lines of railway through a portion of the United States, and also with the navigation on Canadian waters. To proceed at present with the remainder of the railway extending by the country northward of Lake Superior to the existing Canadian lines, ought not, in my opinion, to be required, and the time for undertaking that work must be determined by the development of settlement and the changing circumstances of the country. The day is, however, I hope not very distant, when a continuous line of railway through Canadian territory will be practicable, and I look upon this portion of the scheme as postponed rather than abandoned."

I wish to point out that there is no harbour north of San Francisco, as good as that of Nanaimo. This road will have to be extended to the seaboard, and I maintain that Nanaimo is the most desirable point to connect. The people of this Dominion, by restoring the right hon. leader of the Government to power, tacitly told him to go on with the road. Now, we are met by the hon. member for West Durham, who says, the work on the road should be postponed. The road will not be postponed. The march of progress demands its early construction and completion. The hon. the Minister of Finance has made arrangements for the money. The hon. the Minister of Railways has sufficient rails on the banks of the Fraser river, and on Vancouver Island for carrying out the undertaking, sent out in good

faith for the building of that Railway, and the sooner the hon. the Minister of Railways, and the people of Canada, make up their minds to complete the road, the better. At present, so long as the Government exhibit a fair disposition, in place of abuse, of doing justice, we are willing to accept the situation, but I consider the Government of the day made a mistake in not commencing at Esquimaux and going eastward. If they had built that road they would have done an injustice to the largest population of British Columbia, to that part where the wealth and influence exist. Our Provinces would be sufficient to give it the means to build the road. We have scarcely less than eight or ten ships always waiting for cargoes, and the vessels are compelled to employ tow-boats, at a great expense, having to pay 50c. per ton. Then reckoning the extra insurance, and the extra pilotage, altogether the cost amounts to about 75c. per ton, which makes the expense equal to a penny a ton per mile. Now, that is considered a good fair price on railroads in Europe. A penny per mile will pay the price of having coal carried on railways in England; and while on this subject, allow me to state, that this road can be built very much cheaper than a road can be built in England, or in the United States.

An Hon. MEMBER: Carried.

MR. BUNSTER: O, yes; carried of course, as the Governmental policy will be, I hope. Having said so much about the Island road, we will now turn to the national continental highway, from Ocean to Ocean. A great deal has been said about the American roads. Let us see what they have accomplished. Now, I have here *Croft's Tourist*, a reliable and trustworthy work, written by an Englishman. This gives a little history of the Union Pacific Railway. Now, did the hon. member for West Durham, when he was trying to postpone the arrangements for the building of our Railway, ever allude to the great advantage this Railway would be, not only to Canada, but Great Britain in case of war. This is a national work. The whole of Great Britain is willing to furnish \$20,000,000 to Sir John A. Macdonald, the right hon. member for Victoria, the moment he wishes to ask for them. We all know that Great Britain has been the mistress of the seas from time im-