

people into the country. There was no reasonable hope that the population would be so largely increased for many years to come. The population of British Columbia had not increased very rapidly during the last few years, and taking into account the development of the vast prairies of the west, there was no reason to anticipate that the population of the Pacific Province would be very large within the next fifteen or twenty years. In looking over the increase in population in the States in the Union lying west of Illinois, he found that during the last twenty years their population had increased three-fold, from two millions to six millions. Granting a similar increase of population along the fertile valleys of the Saskatchewan and the district lying west of the Rocky Mountains we had no reasonable expectation that there would be a population at the western terminus of the Pacific Railway that would by any means afford the necessary traffic to make the road a paying enterprise. The trade of British Columbia, at the present time, did not afford the slightest hope that it would furnish sufficient traffic to defray the running expenses. He noted by the export tables of the Province that its whole export and import trade, last year, only amounted to \$4,000,000, and we had here very slender hope that the produce of the far West would supply sufficient trade to make the road a profitable enterprise. If a comparison was made between the land through which the Union Pacific and the Canadian Pacific ran, the difference between the two enterprises would be apparent. The country through which the Union Pacific ran contained between three and four millions of people, the State of California alone having a population of half a million, or fifty times the white population of British Columbia. The real and personal property represented by the States bordering the Union Pacific amounted to \$2,000,000,000. California alone produced about 16,000,000 bushels of grain annually and there was, therefore, a large amount of trade which at once supplied freight to the Union Pacific Road, thus putting it at once on a paying basis. The earnings last year were \$17,000,000, a large proportion of which was from local freight.

Sixty-five per cent. of the earnings of the Union Pacific was from that source. Where was the local freight to come from on our railroad? What was there in British Columbia that they wished to send to the Eastern Provinces? What were the productions of that country? If the whole of their imports and exports amounting to an aggregate of \$4,000,000 were to pass over the road, there would be no encouragement to hope that this road would for a long time pay running expenses. This was what he wished to urge on the Provinces lying to the west—that they should not ask this Dominion to assume unreasonable burdens for building this railroad. It was not just to the interests of this Dominion that we should so heavily tax ourselves for one enterprise, and leave all others undeveloped. When the Western Provinces considered this fact, they would forbear to urge with such persistency their claims to the construction at an early day of the Pacific Railroad. As a Canadian he was as anxious as any one to see the resources of the country developed, but he did not wish to see burdens assumed that might depress the trade of this Dominion for many years to come.

Mr. BORRON quite approved of the course pursued by the Government in relation to this great undertaking. In expressing such approval, he was aware that he placed himself in opposition to the hon. member for Cumberland, who disapproved of everything the Government had done or proposed to do. That hon. gentleman had stated as his policy, that strong parties should be placed at four points on the line between Nipissing and Red River, to construct a line between those points. The Intercolonial was 488 miles long, and divided into 25 sections, yet it was not completed in less time than seven years. From Nipissing to Nipegon was a distance of 557 miles, and two strong parties working on it would construct it in about one hundred years. The line recommended by the engineers, would pass 150 or 160 miles in the interior, and would be difficult of access. For 360 miles it would pass over the height of land where it would be exposed to the violent storms from Hudson's Bay. We had seen something of the effects of snow storms in obstructing, in well-settled parts of the Domi-