

delayed the progress of surveys along the line; and in 1878, the official speech of His Excellency hailed with satisfaction the completion of the surveys, and stated that the Government had chosen the route, and that the work would be carried on with the utmost vigor. Indeed, Mr. Speaker, the Confederation would be an incomplete work without this railway. It is not merely the requirements of a policy of expedients that gave birth to this plan of uniting under one flag all the provinces of British North America, but rather the noble and patriotic ambition of laying, on the American continent, the foundations of an Empire under the protection and with the friendship of the great and powerful British Empire. Such, Mr. Speaker, is the object of our Confederation. It can have no other; otherwise this Confederation would be the betrayal of the most legitimate aspirations of the diverse provinces of the Canadian Union. In the minds of the fathers of Confederation, the Canadian Pacific Railway was to be the most powerful material tie of the Federal Union. It is destined, in the first place, to put the Dominion of Canada in easy communication with each of the confederated provinces, and, in the second place, with the entire world. With the Intercolonial in the Eastern Provinces and the Pacific in the Western, it can be said that distances have disappeared, and that there are no more Rocky Mountains. Halifax and Quebec, Montreal and Toronto, Winnipeg and Victoria have become neighboring cities, and Canada is at the gates of Europe and Asia. Such are, in my opinion, Mr. Speaker, some of the political necessities which should induce us to construct, with all the speed and all the economy possible, this great Railway. Moreover, Mr. Speaker, it is easy to foresee the vast material advantages that will accrue to the country if this enterprise is successfully completed. That is the practical aspect of the question, for if we were asked to build this Railway for the mere pleasure of being able to say some day that we have direct communications between the Atlantic and the Pacific, and if this costly route was to be of great use to us in times of war, then, Mr. Speaker, considering the many improvements that our young country yet requires, and taking into account the peaceful character of our powerful but generous neighbors, I would venture to advise His Excellency's Government to postpone the enterprise *sine die*. But, Mr. Speaker, we are entitled to expect advantages more real, more practical, more immediate, from the construction of this railway which is, in all likelihood, destined to become the greatest artery of Canadian commerce, and the most powerful instrument for the development of all the industrial, manufacturing, agricultural, mining, and other resources of Canada. According to experts and to strangers, who have no interest in over-praising our country, we possess in the west rich and varied mines and the most fertile plains of the world. But through want of communications all this immense natural wealth is unproductive for the country. I might almost say that this great wealth threatens to become a real burden, for the public treasury has had to pay considerable sums for the administration of this vast portion of the national domain. We must, therefore, seek all possible means of colonizing these lands as quickly as possible. Now the history of American colonization shows us, beyond all doubt, that, in new countries, railways are the most powerful means for colonization. And it was only by building railways in all parts of their territory that the neighboring States have been able to stimulate that wonderful progressive movement which has secured for the American Union the place of honor she now occupies among the nations of the world. But it is particularly in the Western States that the operation of this powerful factor in colonization is to be studied. Let us take the example of Kansas. In 1865 there were but 130 miles of railway in this territory, to-day the length of communication by rail in this State is over 3,000 miles; the population of Kansas in 1865 hardly reached 150,000 souls, and to-day it reaches 1,500,000 souls;

the value of real estate in Kansas amounted in 1865 to only \$36,120,000, to-day it amounts to \$150,000,000; in 1865 there were but 273,000 acres of land in a state of culture, in 1879 there were 7,900,000 acres. I could quote similar figures for nearly all the other western territories of the American Union. Mr. Speaker, the settlement of a country is not an affair of sentiment or of taste, and we should not hesitate to adopt a system that has procured so much prosperity and wealth to all other nations that have applied it. Now, Mr. Speaker, the material and political interests of the country are not alone to induce us to build this road; there is, moreover, our national honor at stake. In virtue of the Carnarvon Treaty, Canada is obliged to complete the enterprise between 1876 and 1890. By signing this Treaty, the former Administration engaged the honor of the country. Can Canada, to-day, fail to keep her word solemnly given under the faith of a treaty? We would be unworthy of a seat in this House, should we not redeem, by all the means in our power, the obligations of the nation. There is too much glory on the brow of our young country for us to sully it with the shame of dishonor. But the Speech from the Throne fortunately dispels all these fears, and reassures the public conscience on this subject. Arrangements, that render certain the building of the road, according to the stipulations of the Treaty, have been entered into. The whole road, from east to west, is to be constructed, equipped and worked by a private company, and at comparatively little cost to the Dominion of Canada. Such is the glad tidings that His Excellency has just given to the country, and which we should welcome with the most joyful unanimity. Henceforth, Mr. Speaker, we can say that the great question of the Pacific Railway is settled. Canada has fulfilled her engagements. Her national honor is safe. I would be very selfish, Mr. Speaker, were I only to see, in the settlement of this question, a success for my party. But I see therein a great national success. It is not a triumph of the Conservative party, but a triumph of the whole country. It is not the right hon. leader of the Government and his colleagues who will profit by this contract, but the people, the country laborer, and the city mechanic. The Government will undoubtedly have the glory and honor of having carried on the negotiations. None can deprive the Ministry of these, but the country will have the benefit, and all the material advantages accruing from this great national success. From the question of the Pacific Railway, I pass to that of the Intercolonial and Prince Edward Island Railways, which occupy the third paragraph of the Speech from the Throne. Our extensive public works have heretofore been a source of expense rather than of profit to the country, and the House learns with satisfaction that the economy practiced by the Government in the administration of these two great commercial highways, has, on the one hand, considerably reduced the working expenses, while, on the other hand, the return of prosperity, the improvement in business have largely contributed to increase the receipts. I beg leave to submit to the consideration of this House a few official statistics as a proof of what I have just stated. Here is a comparative statement of the receipts and expenditure of these two roads from 1876 to 1880:

1. INTERCOLONIAL RAILWAY.

	1876-77	1877-78	1878-79	1879-80
Receipts	\$1,154,445	\$1,378,916	\$1,291,099	\$1,506,298
Expenditure	1,661,673	1,811,273	2,010,183	1,603,429
Profit				
Loss	\$507,228	\$432,327	\$716,084	\$97,131