

tract them hither. (Hear, hear.) To-day the wall of China was removed by the enterprise and enlightenment of the Government, and we were able to offer a short northern channel for the traffic between that country and the Old World. As to the ability of the Dominion to cope with this project, it would have to contribute thirty million dollars to the work, which the Government said was possible without adding one dollar to the taxation. To this feat they stood pledged. The labourers and immigrants necessary to construct the road would pay taxes themselves on all they consumed, thus helping to swell the revenue of the Dominion. The Finance Minister asked for no fresh imposts. Well then, if this railroad has an evil, it carried with it its own cure, the power of its own construction. With respect to the resolutions of his hon. friend (Hon. Mr. Macpherson) they constituted an attack upon the Government of the most unjust description. The Government had already almost completed the Intercolonial, one of the best railroads in the world. The course of the hon. gentleman opposite on this and other questions, notwithstanding, had been a constant system of grumbling and nagging, and making all sorts of trouble about the railroad. [A laugh.] Yet his worthy friend [Hon. Mr. Macpherson] one of the Canadian peers, and worthy to be a peer [laughter] came and asked the Government to abrogate a solemn compact, and put this road under construction by the Public Works Department. He defended the conduct of the Government in constructing this Company out of the fragments of the previous Companies, arguing no one company could have constructed the road, or at least as well as both combined, and that there was enough work for the talents and energies of all the parties. It was ridiculous for hon. gentlemen opposite now to ask the Government to construct a work which, twelve months ago, they insisted the Government should not undertake (Hear, hear) The Government had simply taken advantage of all the powers conferred upon them by the Act of last year, and his hon. friend (Mr. Christie) now asked for all the petty details, and sought to make a capital crime of the mode of placing the deposits. Nothing could be more absurd. (Laughter.) He held this was essentially a motion of non-confidence—this demand for details of all matters connected with the Road and its promotion, because Agamemnon and Achilles had disagreed and remained unreconciled. (Laughter.)

Hon. Mr. LETELLIER DE ST. JUST

said it was an error to describe this as a motion of want of confidence. [Ironical cheers from the Government.]

Hon. Mr. CAMPBELL—The hon. gentleman from British Columbia was quite right.

Hon. Mr. LETELLIER DE ST. JUST—The Postmaster General knows better.

Hon. Mr. CARRALL ridiculed the notion that the price of \$2.50 would keep people out of our North West lands; lands of the Union Pacific; and Nebraska roads were selling at \$30 an acre. When we only gave \$30,000,000, and the greater portion of the subsidy was in land, it would be in the interest of the company to settle the lands speedily, and augment the population in every possible way. If the price impeded settlement, self interest would dictate its reduction. The value of the lands would far exceed \$2.50. The railway would carry such numbers of settlers across the continent as must soon raise the value of those lands. Objection was made to foreign capital. He did not care about Yankee capital; or what it constructed, so long as it lay within our borders. On the contrary, he congratulated the men, Americans or other, who had the courage and boldness to undertake this road. (Hear, hear.)

It being now six o'clock the House rose.

#### AFTER RECESS.

The House met at half-past seven.

Hon. Mr. CARRALL resuming his remarks, stated he repeated this Pacific Railway was not distinctly and separately a British Columbia undertaking, and that this Province only took the part it behoved her to take in reference thereto. She felt it was in the interest of the Dominion to have this road, to enable it to compete with the United States for the European emigration. It was put on the ground of keeping faith with British Columbia. That fidelity was very good. British Columbia was glad as a portion of the Dominion to have the whole road constructed. We had in our minds only the asking for its extension from the Rocky Mountains to the shores of the Pacific. Though this enterprise could not fairly be charged to one Province in the Dominion constellation, it deserved the support of every man in the country. Before this scheme we should drop partizanship and unite, for upon its success depended to a certain extent the progress and the vitality of the Dominion itself. Though the political union stretched from sea to sea, the railway was its keystone. It was the completing work of him who, however, people might differ from him in