

we would be able to breathe freer and easier with reference to the development and future of that country? We would have had all the settlement that has been referred to, all the improvement in the condition of the country that has been referred to, we would have had our 25,000,000 acres of choice lands, with no monopoly, no exemptions, no enormous contract for the construction of the ends. We would have been in a position to say: Now, gentlemen contractors, with such prospects as these before you, with such prospects as this single year of railway construction in the North-West offers, what chance have you, what offer will you make for our lands? What offer will you make for the construction of the railway? We would have been in a position infinitely superior to grapple with the construction of the ends of the line if the construction had only been delayed for one short year. If we were in the same position with regard to the whole road as we are with regard to the ends of it, we could have made an infinitely better bargain pecuniarily and in all other business aspects for the construction of the rest of the railway this year, than the bargain we made last year. Therefore, I say it is demonstrated that the policy of the Opposition was both prudent and statesmanlike. We had proposed to provide the very points which were important. We had proposed to deal with these very questions, to deal with them as they arose, as circumstances should point out the most advisable way. We had proposed to establish the North-West as a North-West, to enter upon the construction of the lands with a basis of lands having reached an augmented value. Instead of that the hon. gentlemen prematurely—once again to adopt the words of the hon. member for Sunbury—would deal with the whole question while the North-West was as yet in the condition in which it was last year. They would say that extra price in money and land, in works, in monopolies, in exemptions, which it is impossible for us to measure. They have agreed to pay it, they have bound the country by it, they have saddled the country with it, and the country, I suppose, has to bear it. But, Sir, if the hon. gentleman supposes that we are ashamed of these amendments or of the position we took last year, if he supposes that we desire to forget them or to do anything else than to have an opportunity to demonstrate their statesmanship and the wisdom of the policy they indicated according to the circumstances that existed at the time, and as demonstrated by the events of the past year, and by the circumstances of to-day, he was never more mistaken in his life.

Mr. HOMER. I do not intend to occupy the attention of the House at any length in making a few remarks on the question before the House. In changing the route of the Canadian Pacific Railway from the Yellow Head Pass to the Kicking Horse Pass, I believe the Government will not only contribute to the profits of the Railway Co., but will benefit the interests of British Columbia in particular and the Dominion of Canada in general. The country through which the road will pass by taking the southern route is much more valuable in mineral, agricultural and grazing lands than the region of the Yellow Head Pass. It will develop the grazing lands and the agricultural lands lying to the west of the Rocky Mountains. It will also be easy of access to the well-known gold mines of Kootenay, and will decrease the rate of transportation, so as to enable the extensive deposits of rich lead ore on the Kootenay lakes to be developed with advantage and profit to those who invest capital in them, and will thereby add to the country a very important industry. It will thence pass on to what is known as the gold quartz bearing regions of the Big Bend, which only requires cheap transportation to make it profitable to the country. It will then pass on to what is known as the silver region of British Columbia, which is looked upon by all experts as the great future silver region of British Columbia. This is

one of the resources of British Columbia which requires only cheap communication to its development. From this silver region the line will pass on to the fertile valley of Spillamachein and Shuswap, giving an outlet to an extensive grazing and agricultural country surrounding the Okanagan Lake. It will then pass through the well-known Kamloops district, connecting Savona's Ferry with the second line now under construction, and at which point the line to the Yellow Head Pass will terminate. The region at the Yellow Head Pass contains but very little mineral; but it does contain a comparatively large extent of agricultural lands; but as these lands are all accessible by water there is not so much necessity for a railway as there is through the southern district. By adopting this southern route you not only develop this important section of country but you will create a large way traffic which will support the road as soon as it is completed. It will thus prevent the south-eastern portion of British Columbia from passing into the hands of our neighbors to the south of us. At the same time it will secure a portion of the trade south of the line, which could not possibly be secured if the road came by the way of Yellow Head Pass, and the House will see from these facts the advantage to be derived from the Government adopting the southern pass.

Mr. BUNSTER. This is a very important question, deeply affecting the interests of British Columbia, and I would like to ask for an adjournment of the debate until such time as the Premier and the junior member for Victoria are in their seats.

Sir CHARLES TUPPER. Opportunity can be had for discussion of this matter in Supply on the Estimates.

Mr. MACKENZIE. Does not the hon. gentleman wish to give an opportunity to any one else to speak on this subject save himself.

Sir CHARLES TUPPER. Certainly, any one who wishes to speak on it can do so.

Mr. MACKENZIE. I do not think that 2 o'clock in the morning is a fit time to continue the debate. I must necessarily speak, owing to the hon. gentleman's allusions to myself. I would consequently like to obtain an adjournment of the debate.

Sir CHARLES TUPPER. I would be very sorry to do anything which would put the hon. gentleman to the least possible inconvenience; but, as the leader of the Opposition suggested, the fullest and most legitimate opportunity will be afforded in the discussion of the Estimates, for treating this question in all its bearings—under these circumstances I think the hon. gentleman should allow the business of the House to proceed.

Mr. MACKENZIE. I think that this is the business of the House. This is new matter altogether. This discussion was deliberately raised by the Government on a notice given to the House two days ago, and yet we are refused an opportunity to discuss it.

Sir CHARLES TUPPER. If the hon. gentleman wishes not to speak at the present time, and prefers to deal with the subject on this Bill, I think his desire to have an adjournment should be met; and I shall be glad to have it met, because we can adjourn the debate and go on with other business. I hope that the hon. gentleman will move the adjournment of the debate, in order that he may have an earlier opportunity at which to make his remarks.

Mr. BUNSTER. I have already asked for an adjournment of the debate. I was ahead of the hon. member for Lambton. British Columbia has grievances to lay before Parliament, but I think it only fair in the absence of the member for Victoria, B.C., that an adjournment of the debate should be granted. I was pleased to hear the able speech of the Minister of Railways, who since he has visited