

Columbia was rendered. The hon. gentleman brought down that proposition after the Arbitrator had given his judgment, and he succeeded in obtaining a *quasi* consent from Parliament. I do not know, for I was not a member of this House at the time, that it was ever formally approved, but assent, if any, was gained in such a manner, the case was conducted upon such false premises, that I, for one, was not surprised to find the vice of its origin prevailing it through all its stages. The hon. gentleman has been charged—I do not say justly charged—with having himself procured, by some underhand method, the defeat of his scheme in the Senate. Now, we have another Government in power and we have the Railway question still before us. We are called upon to say, by our vote on this Resolution, whether the work is to proceed in British Columbia or not. I confess, if I were free from these antecedent facts, which I think are binding to a certain extent upon this Parliament, I would hesitate to proceed. But as a supporter of the Government in one or two important matters, if not in all, I cannot well see how, in view of what has taken place between the British and Canadian Governments, in view of the money already expended upon surveys and actual construction beyond Lake Superior, in view of the fact that the hon. gentleman and his colleagues had adopted this very line in British Columbia, I can ask the present Government to reverse a policy to which most of its members have long been committed and refuse to proceed with at least a portion of the work in British Columbia. It is quite true if our financial position were such that we could not raise money enough to carry on the Government, and execute the great Public Works we have in hand, I should say that the Government must be carried on and the Public Works must stand. The interest on the Public Debt must be paid, the subsidies and charges for Civil Government must be paid, and many other items of ordinary expenditure must be met, whatever happens, and if I did not see a prospect of sufficient Revenue in the future, I would not hesitate a moment to say to hon. gentlemen on the Treasury Benches, "you must postpone this work." But is our condition desperate? Is it true, as

was stated by the hon. gentleman who last addressed the House, that we cannot proceed with this work? Is it true that the amount required is so great that neither the Revenues nor the credit of this country are able to overtake it? I do not think so. If we look at the Railway Statistics of Canada we find that some 8,000 miles of railway have been constructed in Canada within a few years, costing \$273,826,000. Of this sum the General and Local Governments have contributed about \$80,000,000. But more than two-thirds of the entire amount has been furnished by private capitalists, and the purchasers of bonds sold in the market. I am not aware that the country has felt any severe pressure on account of the investment of this immense amount of capital in our railways, or that we have suffered from over-construction of railways beyond the needs of the country. I think if we look at the question in that light the dangers and difficulties that have been conjured up on the other side of the House will disappear. I believe railway men can be found with the capital at their backs to take up this Railway from Thunder Bay to its Pacific terminus at Yale, and for a subsidy of 40,000,000 or 50,000,000 acres of land as originally proposed, complete the sections that have not yet been contracted for. I believe there is no difficulty in finding a solvent company who would undertake to complete the Pacific Railway on those terms, and agree to keep it in repair and work it. The moment capitalists are convinced that this great Empire of ours in the West has within it even 80,000,000 acres of arable land, the moment they are satisfied that the immigration which has set in is likely to continue, that its climatic difficulties have been exaggerated, that wheat can be produced there in enormous quantities, and of superior quality to any grown in other parts of this continent, there will be no difficulty in finding a company willing to undertake the construction, at their own risk, of the balance of this great highway. I am told upon reliable information that at Minneapolis the millers will give ten cents a bushel more for wheat grown beyond the International Boundary than for wheat grown a few degrees south of it. For ages those vast and fertile plains have been covered with millions of