

April 1, 1873

or \$26,000,000, which certainly can be had at four per cent, with an annual charge of \$1,040,000. Then for the \$34,000,000 estimated at 5 per cent, the annual charge will be \$1,700,000, with the additional provision of one per cent for Sinking Fund, making an annual charge for these works of \$3,367,400. The canals are estimated to be completed in five years from the present time, and the Pacific Railway in ten years. Let us consider for a moment whether we are likely to be able to meet these expenditures in the future without adding heavy and increased burdens upon the people of the Dominion.

I would like to take you with me in imagination to the time of the expiration of the next ten years when the Pacific Railway will be built. I believe that there is too much patriotism in this House, and this country, to allow either personal or political considerations to interfere with the prosecution of this national enterprise. I look to the completion of this work with as much confidence as I do upon any profession that has been made by this Parliament during the last five years.

We will go to the Pacific. We find that the miners now engaged there are paying fourteen cents per pound for all goods they consume, and a man must earn \$4 or \$5 a day to make it an object for him to remain. The House can appreciate the effect that will be produced in that far off colony when the railway is in full operation, and when the miners can be sustained there at a dollar a day. A very large and rapid influx of population will take place and the fertile valleys will be settled by industrious agriculturalists, who will obtain good and ample compensation for their labour. The produce of their lands will be carried to the sea board by Pacific Railway, and a large increase to the revenue of the Dominion will be the result.

Let us come a little way east and visit the Northwest Territories. With this railway completed through it, a territory than which there is no better on this continent, capable of the highest state of cultivation, three times the size of the State of Illinois, is it not to be expected that such a territory, with the same railway facilities that settlers had twenty-five years ago, will have its population increased so rapidly that we may soon expect one or two more provinces between Manitoba and the Rocky Mountains all contributing to the Dominion Treasury.

Let us come a little further with the canal system completed, and the connections made with the Pacific Railway at the head of Lake Superior, and the settlers of the Northwest producing double what they require, the surplus being brought down by the railway, placed on our vessels and sent through our canals. Toronto, the trade of which has doubled in the last five years will be quadrupled by that trade, and Hamilton and London will be equally favoured, and all this will contribute to the revenue of the Dominion.

Let us come further east still to the Province of Quebec, and looking to Montreal. There will be nothing in the world to prevent that city becoming the rival of New York. With reference to the

ancient city of Quebec, with the public spirit shown by her people of late, she would bid fair to come next to Montreal in importance in the Province, and double her revenue.

Then, coming to my own Province, with perhaps limited advantages compared with Ontario and Quebec, but prepared as we shall be with the aid of the railway, we shall fight hard for our share of the shipping trade. Passing to Nova Scotia, I have no doubt that before the expiration of the ten years she will have a railway from Cape Breton to the most westerly point of the Province. Halifax will secure her share of trade as the necessary result of the Intercolonial; and this, with the development of her vast mineral resources, may reasonably be expected to enable her also to contribute more largely to the Dominion. With all these influences may we not expect to derive an income fully able to meet the increased expenditure?

But, Sir, suppose all this is a vain delusion. Suppose, notwithstanding this enormous expenditure, notwithstanding the completion of the Pacific Railway and the opening up of our magnificent system of canals, it does not add to our population beyond the percentage that has been going on for the last ten years. Suppose no increased importations take place in the general trade, which is supposable, but not realized.

Let us see what our position would be if we were to fall back on increased taxation to make up the deficiency. I have stated that in the last five years the average duty collected on imports amounted to 12 3/4 per cent; that for the first six months of the current year it was under ten per cent and that for the expiration of the year it would not exceed 10 per cent. Suppose that it became necessary to impose additional taxation equal to that which has been exacted during the first five years of Confederation. Suppose it were increased from 10 per cent to 12 3/4—has the taxation in the past been oppressive? Have the people felt it grievous and hard to bear? I think not; but let us apply that increased taxation to the imports of the present year, which were \$155,030,000, and it will give \$3,437,500 to meet the interest and sinking fund. (*Cheers.*)

Under these circumstances we could in the last five years have borne an additional debt of \$30,000,000 without materially increasing the taxation of the people, and at the same time opening out our magnificent Northwest to millions pouring in there, increasing the strength and power of this Dominion, and making it, as I trust it will ever continue to be, the strong right arm of our own British Empire.

The right hon. gentleman resumed his seat amid loud cheers from the Ministerial benches, having spoken an hour and a half.

Hon. Mr. MACKENZIE said that every one would rejoice at some of the statement that had just been made, and every one would accept all those statements as being perfectly accurate, unless prevented from being so by mere accident. He wished, however, to ask the hon. gentleman whether in calculating the amount of customs' duties he had included the free goods.