

Rocky Mountains, it will furnish such an additional volume of traffic from Red River to Thunder Bay, which will become the great *entrepot* of that country, as will prevent it from burthening the people, and give us some fair return for the interest on the money used in its construction. Hon. gentlemen must not forget, as I said before, that the whole aspect of affairs in this country has entirely changed within a brief period; that that which would have been properly regarded as highly imaginative in relation to the development of the Canadian North-West, must now be looked upon with very different eyes indeed. My hon. predecessor need only recall to his mind the fact that he publicly advertised, in 1876, offering \$10,000 a mile and 20,000 acres of land for the construction of the road, and asking how much more capital tenderers would require, 4 per cent. upon for twenty-five years, to induce them to undertake this work. And what was the response? Not a tender. So completely had the hon. gentleman opposite succeeded in imbuing the minds of capitalists in this country and abroad with the hopelessness of this enterprise, that not one of them would undertake it as a commercial enterprise, on any terms. What is the condition of things to-day. Supposing this Government were to put an advertisement like that in the papers asking on what terms capitalists would come forward and construct the road from Red River, to Kamloops, and repay us all the expenditure we have made beyond Red River, and undertake to maintain and operate not only all that part of that road, but the rest of the road down to Yale or Burrard Inlet? Would there be no response? If such a proposal were made to-morrow, does he not know that the first capitalists of this country would come to the front and offer to construct and operate that road on terms that would for ever settle the question as to whether this undertaking would be a serious burden on the people of this country. I have good reason to state that such an offer as that would secure the construction and operation of the whole line from Red River to Kamloops, with the operation and maintenance of all the road to the Pacific, at a cost not exceeding \$13,000, or \$10,000

per mile, from Red River to Kamloops, and 26,000,000 acres of land. In that case we would be in this position, as the hon. gentleman would see, that the whole expenditure of an unknown quantity, proving a burden that could not be calculated, would be entirely removed, and we would be in a position of having this great national work accomplished within ten years, and on terms that would involve comparatively light expenditure from the people of this country, and that would be a thousand times recouped from the development of the North-West.

MR. MACKENZIE: Not a thousand times.

MR. BLAKE: Nor a hundred.

SIR CHARLES TUPPER: While I say recouped, and when I said a thousand fold, I did not mean, as the hon. gentleman knows, that the actual amount would be returned a thousand times. I meant that there would be such a development of the magnificent North-West of this country as would lift Canada rapidly into the position of a nation. And I would ask the hon. gentleman whether, under these circumstances, the Government is not in a position to say that they feel entirely free from any apprehension as to the cost either of the construction or the operation of this road after its construction. Before I sit down, I must refer to the question of cancelling the contract of the Georgian Bay Branch. As the hon. gentlemen know, the Georgian Bay Branch was undertaken without the necessary information. As the hon. gentlemen know, the policy of the Government of that day had to be completely changed after they ascertained the difficulties they would encounter, and the uselessness of the work after it was done. Instead of going from Nipissing to the Georgia Bay, it was decided to stop the road at Cantin's Bay, and canalise the French River from that point. The Government satisfied themselves that, in the interest of Canada, all the money that was expended south of Lake Nipissing would be thrown away. Having satisfied themselves of that, they cancelled that contract. It is now evident that the attention of the whole of this country is turned to the question of obtaining the shortest line of communication to our Great North-West by Sault Ste. Marie. Hon. gentlemen opposite