

that, on all occasions, when delays were sought, he assisted in obtaining them in the hope that a route more consonant with his views would be adopted. It ill becomes any hon. gentleman from Victoria or British Columbia to take ground against the present location. It was decided upon after mature consideration, by both Governments, and met the views of the people of British Columbia. The reason for the present selection is well understood there, as there exists between the frontier of British Columbia and the interior, or grain, growing portion of the country, the great canon of the Frazer, where the cost of transport is so great that I believe there has not been transported a bushel of grain for export or consumption at the seaboard. The whole frontier is being supplied with flour made in the State of Oregon. Nay, the farmers of Vancouver Island and the lower Mainland are using Oregon flour, while there is abundance of the home-made article in the interior. The completion of this section of the Railway will bring the two sections of country referred to in the Speech together, and enable the farmers of the interior to supply the increasing demand which is being created at the seaboard. The hon. gentleman speaks of the small number of farmers settled near Kamloops. Is it any wonder that there are so few farmers in that section, or that people hesitate to settle on lands so situated, or that little or no grain is grown in the interior? The reasons are obvious. There is no market whatever. The remarks of the hon. gentleman astonished me the more because the first speech I ever heard him make in reference to the railway was one in which he extolled this route, selected it as the only one that would be of any service to British Columbia. He was eloquent in his advocacy of this route and of the connection of the rich districts of the interior with the seaboard of British Columbia. I regret exceedingly that any British Columbia representative should have spoken as he has to-night. I do not think that we ought to regard this as a purely British Columbia question. The Pacific Railway was not designed for British Columbia, any more than British Columbia was made for that Railway. It is part and parcel of the great political scheme chalked out at Confederation—the

great transcontinental railway is to be built in the interest of the Dominion, and not in that of British Columbia alone.

Motion agreed to on a division.

Motion made and question proposed :

“ 6. That it gives us much pleasure to know that the adoption of a rigid system of economy in the management of the Intercolonial Railway has, without impairing the efficiency of its working, effected such a diminution of expenses as to warrant the belief that the country will in future be relieved from any considerable burden in connection with its operation.”

Motion agreed to.

Motion made and question proposed :

“ 7. That we are aware that, in consequence of the entire failure of the usual food supply of the Indians in the North-West, a large expenditure must have been necessarily incurred to save them from starvation; and that we share the hope expressed by His Excellency, that the efforts which are now being made to settle the several bands on the reserves, and to induce them to betake themselves to the cultivation of the soil, may prevent the necessity of similar calls for relief in the future.”

MR. MILLS : I have not the pleasure of knowing, like the hon. gentleman at the head of the Department to which this paragraph refers, that the Intercolonial Railway has been managed with a great deal of economy. The general impression abroad is that the facts would not bear out this statement. The hon. gentleman might insert, instead of the word “know” the words “we are informed”; that is the usual course adopted. Hon. gentlemen on the Treasury Benches, when on this side of the House, frequently asked to have the phraseology of the Address changed, that it might be unobjectionable. I think that we must either insist on a change of this resolution, or upon its being carried on a division. The change I propose would make the paragraph more acceptable to this side of the House.

SIR CHARLES TUPPER : I am quite certain that no alteration would meet the hon. gentleman's views, but one substituting for the words “much pleasure” as regards the effecting of economies the word “displeasure.”

MR. MILLS : We do not know anything about your economy; on the contrary, we know it is not the fact.

Motion agreed to on a division.

Motion made and question proposed :

“ 8. That we thank His Excellency for the assurance that the Estimates for the ensuing