

but our experience taught us to place little reliance on them, and he preferred being guided by facts like those he was quoting from the record of American railway construction.

Hon. Mr. MITCHELL—Was not the money grant of the American railways simply a loan?

Hon. Mr. LETELLIER DE ST. JUST.—That made no difference as respects the cost, though it might affect the Company. The contractors might be inconvenienced in the money market, but they would go on with the road and the cost of its construction would be no greater. He did not mean to urge we should not build our line, but what he wished to urge was that we should not be too hasty in undertaking what may hereafter seriously cripple our resources. We all knew that the Intercolonial Railway had made very slow progress so far. The estimates made by the original contractors were too low and the contracts had finally to be annulled. No one knew when the road would be finished or how much it would cost.

Hon. Mr. MITCHELL.—The road will be completed within the estimates of the Engineer.

Hon. Mr. LETELLIER DE ST. JUST said that it would be time enough to speak positively on this question when further progress was made with the road. As respects the general features of the bill, he did not see that they required any particular comments, but he must say that he regretted that the Government should go into so large an enterprise without actually knowing what it would cost. He spoke earnestly on the matter, because he did not wish to see the country hereafter precipitated into difficulties on account of our heedlessness in the present.

Hon. Dr. CARRALL took issue with the hon. gentleman as to the probable cost of the Canadian Pacific line. He had taken some pains to inform himself on the subject, and was of opinion that the road could be constructed on the terms offered by the Government. The money given by the United States Government was in the shape of a loan, whereas the bill under consideration offered an actual subsidy. He reminded the House that to British Columbia belonged the honor of originating the idea of this grand continental railway. It was true the matter had been talked of before, but it was not until the scheme of union was mooted that the railway project assumed a definite shape. We all felt that the Union could never be a reality unless we had the railway binding the two oceans together by indissoluble links of iron.

The construction of the railway would develop a noble extent of country; it would divert to the North West that stream of European emigration that had hitherto been directed to the South West. We had now territory enough but no population and the immediate result of the completion of the line would be to people that wilderness. He had confidence in the future of this country, and believed there was no danger whatever of embarrassing our resources in connection with this line. Even if it were to cost much more than anticipated, the country could afford it. The additional population brought into the country would soon enable the Dominion to meet the obligations incurred. He pointed out the superior advantages of the Canadian line in respect to the soil of the country, climate and altitude, as compared with the American lines. He referred to the great stimulus the line would give to trade with the countries of the China sea, and the benefit the Dominion would thereby receive. It would develop mineral resources now entirely dormant, and add immensely to the wealth of an already prosperous country.

Hon. Mr. LETELLIER DE ST. JUST said that calculating the 19,000 acres of land at \$1 an acre, and adding that to the \$11,000 of money we had \$30,000 a mile as the grant of our Government against the \$32,000 a mile given by the United States Government.

Hon. Dr. CARRALL—A dollar an acre was too little. He knew that the land would be worth from \$8 to \$30 an acre; and he spoke from his knowledge of its value on the Pacific line—through Nebraska for instance.

Hon. Mr. MITCHELL said that there were just two points on which he felt compelled to make a few observations. All confessed that we must pass the Bill in order to carry out in good faith the engagements of the Dominion with British Columbia. Even if we had not made those engagements public opinion was fully alive to the necessity of opening up the vast country to the North West. He contended that the terms offered by the Bill were amply sufficient to provide for the construction of the line. The natural characteristics of the route, as compared with the American line, were entirely in favor of the Canadian road. From seven to eight hundred miles of the American railway were through the American desert. According to the hon. member from Grandville, the American subsidy was \$32,000 a mile. Now the Canadian Government gave as a subsidy—not as