

put every year, a large and continually increasing sum into the hands of the Government. * * * But there is a political side to the question. British Columbia will feel aggrieved unless some attempt is made to keep faith with her. To develop the resources of the Province in advance of the completion of the Pacific road, is not an unreasonable wish. There is a considerable tract of good Territory along the lakes and rivers of the proposed Yale-Kamloops section. That piece of road will cost perhaps \$12,000,000 when equipped, and it is proposed to finish it during the next five years. Canada is asked to spend \$2,400,000 a year for the purpose of colonizing and contending British Columbia. The interest on the money will be \$96,000 the first year, and \$480,000 in the last and each year thereafter. Now, it may be thought that this is not a large annual sum to pay for a piece of road, which, though not necessary to the older Provinces, must be built some time, and in the meantime will materially

INCREASE THE WEALTH AND POPULATION OF THE
PACIFIC PROVINCE.

If 100,000 people settle in British Columbia during the construction of the road—and there is every reason why that number should go there in the course of a few years—the Dominion will receive from them a Revenue sufficient to pay the interest on the expenditure. It is no unimportant consideration that the people of the Pacific Province would rebel against the total abandonment of the line, and by clamoring for secession endanger the permanence of Confederation."

I trust these statements will relieve the hon. gentlemen opposite of any apprehension they may have as to the entire safety of at once undertaking the work, in the cautious manner the Government have adopted. Now, I must refer once more to that great authority in the estimation of the hon. gentlemen opposite. On the opening day of the Session, and long before that, at the time the Government were engaged in this exploration to Port Simpson, and investigating as to whether it were possible to find an easier line, what was the *Globe* telling British Columbia :

"If Mr. Mackenzie had not been deprived of power, that route, at this moment, would have been under construction, and being rapidly pushed to completion."

The *Globe*, no doubt, when it found the hon. gentleman not only advertising for tenders, but actually making an expenditure of \$32,400 in hot haste during the progress of a General Election, to move the rails from Esquimault to Yale, concluded that he was just as serious as I concluded he was. I was

not alone, for the organ of his party seems to have been labouring under the same misconception, as a reference to the *Globe* will show. Not only did the *Globe* say that, but it also stated, on the opening day of this Session, if I remember rightly, at the time the hon. leader of the Opposition was actually intimating that he was prepared to go back upon his own record, and abandon the keeping of good faith with British Columbia, to which he had pledged this country, it told the people that if he had not lost power the work would have been under construction at that moment. I need not say more than that to show how thoroughly the hon. gentleman had convinced every person of his intention to go forward with that work. I dare say I will be told by the hon. member for West Durham (Mr. Blake): Granted that your figures are correct, assuming that you can build this Railway for even less money than you have estimated, you have only encountered the first difficulty; you have then to operate the line, and the cost of that will be so greatly beyond anything you can hope to obtain from it, that you will place an intolerable burthen upon the people of this country. I must address myself for a few moments to that question. I will first give the information I have just received from the Superintendent of the Pembina Branch :

"The 160 miles we have now opened in the North-West, shows that from the 1st day of March to the 12th day of April we have carried 5,236 passengers, and 1,248 loaded cars, containing 12,460 tons of freight. The gross receipts during that short period were \$36,387, and working expenses \$15,000, leaving a net profit of \$21,387, and this during a more difficult and stormy period than has been known for many years."

By July, 1882, we will have about 700 miles of this road in operation; we will have 85 miles from Selkirk to Emerson or St. Vincent. We will have 200 miles in operation west of the Red River, which, with the branch of 16 miles to Winnipeg, will give us some 700 miles in operation, without reference at all to the section in British Columbia. I have every reason to believe that every mile of that road, from the day it is opened, will make an ample return for all the expenditure incurred in its operation. I think it is safe to say that in every succeeding year, as we extend gradually this road towards the

SIR CHARLES TUPPER.