

asserts; but we want to keep faith with British Columbia, though not at the immense expense he thinks we shall incur. We wish to build a good road, a colonization road, as intended from the beginning. We shall save a great deal in grades and curvatures, and by that means, be able to build the road from the Pacific to the older Provinces in such a way as not to overburden this country with expenditure. The hon. member for West Durham desires to catch Irish sympathy and Irish votes by expressing great regard for Irish rights and claims, almost going as far as Home Rule, and anticipating benefits to Ireland from the recent change of Government. I have no doubt that Ireland will get justice whatever Government is in power, as Canada got justice when our fathers struggled for a responsible Government. We are as much as the hon. gentleman in favour of Irishmen, and we showed our sympathy by proposing to Parliament a vote of \$100,000 for the distressed populations of Ireland. Our sole regret was our inability to do more. But we do not on this or any other occasion wish to parade that sympathy. It was proper to show it at the proper time; but what reason is there for the hon. gentleman to appeal to Irishmen in connection with the Pacific Railway? Another of the hon. gentleman's objects was to catch all the hon. members from Quebec, and enrol them under his banner. What a bad Government, said he, is this Government which will not give Quebec a Railway to connect it with the Pacific Railway, after it has spent \$11,000,000 for the beautiful railway from Quebec to Ottawa. He says to the hon. members from Quebec: "The Government will not extend the Pacific Railway far enough east to connect with your road; therefore, look, be careful, do not miss this opportunity to vote against your friends; my motion proposes to suspend the Railway in British Columbia." Did he speak about the eastern end of the Railway in his motion? Not a word. He might, therefore, have spared himself the trouble of this appeal. The Government have not changed its policy, which is to have a continuous railway from the Atlantic to the Pacific. The water-stretches will not be a part of the the Railway, as was the case under the late Government. But we must take the

necessary time for the work. We can trust our supporters, on telling them we are completing the gap of 185 miles between Fort William and Selkirk, and have put under contract, 200 miles on the prairies to the west, and four sections in British Columbia, which the late Government put themselves under contract and decided to build. The road will not cost the large amount the hon. member for West Durham supposes. He speaks of an expenditure of \$120,000,000. If we were to build a railway with a grade of 24 or 26 feet to the mile, it might cost that sum. But, as declared, the Government has no intention of building a railway with those small grades. They are all very well, even essential, for that portion which will carry the trade of the prairies from Red River to Thunder Bay. It was required it should be a first-class road, with small grades and proper curvatures, the lightest grades we can, under the circumstances obtain. But we do not say, for all that, we are to undertake at once all these sections of the road. We will proceed with them gradually. The connection with the railways in Quebec and Ontario will also come, when the railway is built from Lake Nipissing to the main line. Whilst I am on the subject, let me quote from the organ of the hon. gentlemen opposite, the *Globe*, a paragraph about this eastern end of the railway:

"We now come to the Lake Superior section, which is certainly a political necessity, but not required till the prairie line has been completed and connected with Thunder Bay. It is, as we have shown, reasonable to suppose that at least half a million people will be on the plains when the Pacific Railway reaches the Rocky Mountains. Every family going in afterwards will increase the quantity of produce available for export. The population of the United States doubled itself in twenty-five years; in several western territories the population has been doubled in ten years. The Canadian North-West will gain by immigration continually, and—as always happens where fertile land can be easily procured—births will be very numerous. By the time the line to the Rocky Mountains has been completed, it will be wise to push on the road around Lake Superior, because, before it can be built at a fair rate of speed, a large traffic will await its opening. The Lake Superior section, from the eastern terminus of the main Pacific to Fort William, will be 620 miles long, and, when completed, it will offer to the traffic of the Canadian and to a large part of the American North-West, the shortest all-rail route to the seaboard. It is not needed till the prairies have been opened up by the line to the Rocky