

Hon. Mr. DeCOSMOS—No! that gets frozen up and cannot be utilized for several months in the year. It must go to Montreal, on the north side of Lakes Superior and Huron. It will cost \$100,000,000 to construct it to Lake Superior from Victoria. Now a four per cent. guarantee on \$100,000,000 will require Canada to impose additional taxation of \$4,000,000 a year. Then you must remember that the wear and tear of the Railway would not be met by the returns. Besides that, there are running expenses to be provided for. The United States Trans-continental Railway pays from the way stations in the populous districts through which it passes; we should have none, except a few people at the Red River and in British Columbia. A four per cent. guarantee would be adding one-third to the annual taxation of the Dominion. Then for the portion of Railway they will have to make from the west end of Lake Superior to Montreal, there would be required \$50,000,000 more at four per cent. To meet these sums, therefore, there would have to be raised an annual sum of \$6,000,000 by Canada; in other words they would have to add nearly fifty per cent. to the present taxation of Canada. Do you think, Sir, they will ever do this, or that any Finance Minister would dare attempt it in the present state of Canadian finances? I call attention to this view of the subject in order to prevent false impressions getting abroad, and the creation of false hopes, which will only lead to disappointment. With all due deference to his professional knowledge, I deny the correctness of the estimate of the Chief Commissioner that this Railway will cost only two-thirds of the United States Trans-continental line. This is a more difficult line in my opinion, not an easier one, than the line over the Sierra Nevada. Perhaps part of the year we might get communication, partly by steamboat and partly by railway, but for several months in the winter the water portion of the route would be closed up. In the temper of this House and the temper of the Government, I do not expect this Resolution of mine to go up to the Government. Now, I want to utilize our money, and to utilize our time. I estimate that a Railway from Fraser River to Kamloops would cost \$50,000 a mile. According to the plan of the Chief Commissioner, with the expenditure of only \$1,000,000 a year, at the end of five years, if we started at Burrard Inlet, we should get to Yale only, for which the water communication at present existing would suffice, and consequently that time would be lost. Possibly it might be opened to the Rocky Mountains in ten years, if begun at New Westminster as this scheme proposes. It is our duty to open the interior country—Osoyoos, Okanagan, Kamloops, Similkameen, and other districts. Bring the interior into communication with the seaboard, that would settle up the best portion of the interior, provide an outlet for produce, and keep the money that is now sent abroad within our own borders. The Government plan will injure, if not delay, the development of the country. I have no hope that my recommendation will pass, but still I have the satisfaction of feeling that I have done my duty.

Hon. Mr. HOLBROOK—Sir, I rise to support the recommendation of the Hon. Member for Victoria District (Mr. DeCosmos). I quite agree with that Hon. gentleman that a Railway starting from the head of steamboat navigation, would be more useful than any other. If we have a Company spending \$1,000,000 a year in building a Railway which will open up the farming districts, we shall be able to raise cereals and compete with our American neighbours, and by commencing at the head of navigation we shall reap the advantage in our lifetime. It will develop the Mainland. Agricultural land would be turned into profitable use, and the mining section from Big Bend to Kootenay, which contains, I believe, most valuable mines of gold and silver will be opened up. If the recommendation of the Hon. Member is adopted, we shall find almost immediate benefit from the opening up of the inland trade. It will bring us population, and will build up this City and New Westminster, and other towns through the Colony. I do hope it will receive the support of the Executive Council.

Hon. Mr. RING—Sir, I thought we were discussing the necessity of a Railway, but I did not come prepared to discuss engineering questions as to route; it is wasting words to discuss the topography. That must be decided by competent surveyors. Our business, as it appears to me, is to insist upon having a through Railway. And it is highly desirable that the construction should be commenced simultaneously at both ends as well as the survey. I shall thoroughly and cordially support the Government upon this clause.

Hon. CHIEF COMMISSIONER—Sir, I thought I had made the Government views on this clause sufficiently clear yesterday, in supporting the Hon. the Attorney-General's motion; if not, my words could not have thoroughly expressed my meaning. The Government have not inserted the construction of a Railway into these Resolutions on the principle of local advantages. The