

benefit to result even from the Railway. This is one of the points on which the people may be deceived, if they imagine that with Confederation will come immediate prosperity. I shall be glad if anyone will point out how it is to come. If it were made inland it might be more beneficial to agricultural interests in a short space of time, than if commenced on the sea coast. Public works in this Colony should help to develop the resources, and one thing should be made to work with another, so as to be mutually beneficial; each should be for the benefit of the whole, and the whole for the benefit of each. Suppose a Railway were commenced to-morrow at Fraser River, how much benefit would it be? It might be some, but if these public works were made subservient to the interests of settling up the Colony, they would be more likely to be beneficial.

Hon. MR. CARRALL—Sir, I have only a few words to say, and have no intention of detaining the House at this late hour, but I must be allowed to express the satisfaction which I feel in observing a change in the sentiments of the Hon. Member for Victoria City (Mr. Helmcken), a change which does honour to his head and heart. He has begun to show some faith in the Canadian Government at last. He may be called the pattern of the distrustful party, and I augur favourably from his conversion. With regard to the local advantages of a Railway, I would point to the construction of the Intercolonial Railway. Property in Halifax has gone up 40 per cent. since it was built. I fully admit the desirability and necessity of a Railway, but I cannot admit that Union cannot exist without it; look at the Union which existed for so many years between California and the Eastern States of America without a Railway. I believe that Canada, for Imperial reasons, intends to undertake the construction of this Railway. As for the length of time allowed for the commencement, I think it could not be well less than three years. I believe with the Hon. Chief Commissioner, that the work will be undertaken by a private company, under guarantee. If so, it would be hampering the Government of the Dominion to make them commence earlier. It might compel them to close with parties not in all respects eligible. It would put them in a false position. If the Colony had charge of her own Crown lands, there should be a power given to Canada to promise Crown lands in connection with the construction of the Railway. I regret that this has not been put in the Resolutions, but no doubt the omission can be remedied hereafter.

On the motion of Hon. Mr. Drake, the Committee rose, reported the passing of Clauses 5, 6, and 7, and obtained leave to sit again at one o'clock the 17th instant.

Report adopted, and Clauses 5, 6, and 7, passed.

THURSDAY, 17TH MARCH, 1870.

Hon. MR. DECOSMOS—Mr. Chairman, judging from the statements made by the Government, this Railway is not likely to be completed in so short a period as I had hoped. The indefinite nature of the clause is unsatisfactory. It contemplates nothing more than the expenditure of \$1,000,000 per annum, which would no doubt be a great boon, and would stimulate various branches of industry, but that is almost all that can be said of it. The way that it has been put to the Colony heretofore, was that the Canadian Government would construct the road. It now turns out, from the statements of the Hon. Chief Commissioner of Lands and Works, that in all probability the Canadian Government will get some private company to carry out the work; and he adds "that we may" get a guarantee with grants of land in aid of the undertaking. Now, Sir, from the first I have always been careful not to bring forward the question of the Railway in connection with Confederation. The London Conference favoured it only when the financial position of the Dominion admitted it. It must be quite a long time before connection by rail with the Canadian Railway system can take place. I never believed the Canadian Government would contract a debt for this purpose at the present. They are already, in my opinion, too deeply in debt, and are taxed too high, to allow them to do so. According to my calculation, it will cost \$150,000,000 to complete the Railway from this Colony to Montreal.

Hon. MR. HOLBROOK—You mean to the head of the water communication of Lake Superior?