

Hon. Sir FRANCIS HINCKS had been anxious before speaking to hear the views of others. He had listened with great attention to the gentleman who had preceded him, and there could only be one opinion that the whole tone of his remarks showed opposition to the acquisition to British Columbia, and opposition to the constructions of a railway, and the coalition that had taken place on the opposite side showed only opposition to the cause of union with the Pacific colonies. He would ask members on both sides to consider the position of the Government, and he assumed they were all in favour of Confederation. He desired to call particular attention to the fact that all proceedings were of the character of negotiations between two parties, as to the best means of accomplishing an object on which both were agreed. The Government entered into the negotiations, and with one or two exceptions the whole House seemed in favour of the Union with British Columbia and of the construction of the railway.

He was surprised, however, to hear the member for Gloucester cheered by the gentleman round him when speaking of ignoring the whole population except the whites. The remainder of the population contributed most largely to the revenue, and he could speak from experience that the Chinese were an exceedingly valuable class as a duty paying people. The objections of hon. gentlemen had dwindled down entirely to the matter of the railroad. The proposition made was that the railway was an absolute necessity, and that Canada should use every exertion to construct it at as early a date as possible. In the negotiations that took place, it was found impossible that Canada could undertake to commence this railway and make a stated payment annually, and it had never been understood that the Government themselves should undertake the work, but that it should be done by means of Companies with a land grant and money grant. Every calculation had been based on that understanding.

Mr. MACKENZIE: Give us the calculations.

Hon. Sir FRANCIS HINCKS said it was necessary to give minute details, and he had already given a rough estimate based on statements of the most eminent engineers. Hon. gentlemen had admitted the necessity of the railway, but that had not been the tone of the member for Gloucester. His views were widely different from those of the representatives of Ontario. During the course of the discussion, he could not help thinking of the important proceedings at Washington, and thinking of those and of the important negotiations with the delegates from British Columbia, he was surprised at the cavilling on small matters which had taken place. The member for Gloucester seemed entirely opposed to the railway, but that was not the view of the member for Sherbrooke, who was well known as a promoter of such a railway, and a believer in its practicability. The Government scheme was a modification of the propositions of British Columbia, and although they would not undertake a stated annual expenditure, they fully admitted the necessity of the construction of the railway.

Mr. SCATCHERD asked whether if the land would not build the road, the road would not be built.

Hon. Sir FRANCIS HINCKS said no, he had already stated that it was estimated that the Dominion would have to pay about a million and a quarter a year, but it was well understood that if insurmountable difficulties arose, the Government could not be supposed to proceed to anything ruinous.

But it was necessary to satisfy British Columbia that Canada was in earnest in going on with the work, and therefore a time was specified. No one had answered the argument that the railway was not entirely a bargain with British Columbia, for if that colony had not consented to join the Union would not a railway to the Rocky Mountains still have been a necessity. The negotiations had necessarily to assume the shape of a Treaty, and in all such matters concessions had to be made on both sides. The delegates themselves had been of different opinions, and the result of the conferences that had taken place was embodied in the resolutions before the House, and no amendments could be made without throwing open the whole question. These were questions on which the people of British Columbia dissented from the terms now settled, and any amendment would reopen the whole matter. The matter must be dealt with and accepted or rejected as a whole.

Very many more forebodings had been expressed as to the financial result of the propositions. The debt of Canada was about \$20 a head and that of America \$60 a head, and yet they could undertake three different lines of road, and he did not think Canada need have any fear on the matter. As to the debt of \$100,000,000 Government had no intention of incurring anything of the sort. Of course the Government undertook the work in ten years, but if after doing everything to carry out the engagement in good faith, it should be found that untoward circumstances should prevent the completion of the work, could it be supposed that Canada would be required to proceed to her own serious disadvantage, even if the work might be delayed for some years? He referred to the strictures of the member for Wentworth as to the Municipalities Laws, and shewed that the measure he had proposed had been most generally supported, and yet he was charged individually with the whole matter. All that had been done however, was to enable municipalities to borrow money in their own discretion. He spoke of what the member for Oxford South had said, as to his departure from, and return to Canada, explaining the circumstances that had led to his doing so, denying all charge of inconsistency. He then continued, they had either to spurn or accept British Columbia, and the result of the amendment, if carried, would be to do away with all hope of bringing British Columbia into the Union.

Mr. WORKMAN deprecated any party feelings in the discussion, the question being one of the utmost importance to the future of the country. He regretted very much that he would have to dissent from the Government scheme, which appeared calculated to damage the country. He was friendly to the completion to Confederation, notwithstanding. It was his opinion that this railroad would involve Canada in an expenditure of at least fifty millions. The cost of this work, the great difficulties natural and other in its way were reasons for our carefully considering this scheme and its consequences before rashly embarking in it. He ridiculed the