

March 29, 1871

Mr. MACKENZIE said his words had applied to the portion lying between Red River and the Rocky Mountains.

Hon. Mr. GRAY said he admitted that he had spoken in that limited sense, but that covered 1,400 miles of the distance. As the American line had been built at an expense of sixty millions, what fear need there be as to the cost of the Canadian line, which would pass through an infinitely better country, and the elevation to be attained would be much less. (The hon. gentleman here read extracts of Cheadle & Milton's work, shewing that whereas the highest elevation of the American line was 7,400 and 8,000 feet above the level of the sea, the Jasper House or Yellow Head Pass through the Rocky Mountains, with us was only 3,760 feet, with a gradual slope on either side; and also showing the nature and character of the country on this side of the Rocky Mountains, and of the valley of the Fraser River on the other.) It had been alleged that the line must necessarily be built within ten years, and that if a company would not undertake it, the Government would be obliged to do it.

Now, the Americans had built their line in three and a half years, and could it be supposed that the Canadians were so inferior that they could not build a line of comparatively easy construction in ten years. And in the light of the experience of that country, how could it be said companies would not be found to build the line. British Columbia possessed every means of becoming one of the most prosperous Provinces in the Dominion, and indeed its union had been one of the stipulations of, and inducements for Confederation. He then spoke of the prosperous condition of the Dominion at present, to show that Canada need have no fear of the responsibility it was proposed to incur, and referred to statistics to prove his position.

The Member for Durham West had based his statements that Canada could not bear the burden to be laid on her, under the impression that the Dominion would have to pay one hundred millions, but that was not the case. There was a vast difference between the burden of a work of that amount—say 100,000,000 borne by various parties—public Companies—land grants and aids of different characters—and the cost of the same work borne by one exchequer. It was not intended that the exchequer or revenues of Canada should bear the charge of the work, but simply that they would aid it. If Canada should refuse to give this aid, the work would pass out of her hands, British Columbia would not be included, and the Dominion, instead of becoming a great and leading power on the continent, and advancing in material wealth and prosperity, would revert to its old position of discontented and opposing Provinces, small and insignificant—the worse for having thrown away the opportunities which had been afforded her.

Mr. JOLY said when he had listened to the discussion, he could not help thinking of the fable of the frog and the ox. The frog had admired the size of the ox, and deciding that it was its duty to become as large as the ox, it went on swelling until it burst, and when he had heard the description and glowing terms of the

Minister of Militia, he thought he could see the Dominion swell like the frog. It was very fortunate the Pacific made a boundary to the land to be annexed, although it was true China and Japan were beyond, and perhaps the Pacific might yet be made a Canadian sea. When the Minister of Militia had named fifty-two millions as the cost of the railway, he could only have referred to the cost to the Dominion, and in the same way the population had been much exaggerated.

Hon. Sir GEORGE-É. CARTIER said he had stated the population correctly at 63,000, being 15,000 to 17,000 Europeans, some 5,000 Chinese and the remainder Indians.

Mr. JOLY must, of course, admit his mistake. He could not consider the railway a Canadian but an Imperial Policy, and, of course, it was natural that England should desire to see British North America confederated and independent of the United States, and if that was her desire, the best thing she could do would be to aid in constructing this line of communication. The great advantage Canada possessed over the States was her freedom from debt and taxation, but if, to the present debt of \$100,000,000 was added another \$100,000,000 for the construction of the railway, the debt of Canada would become in proportion almost as large as that of the United States, and Canada would lose her only advantage. He came to conclusion that an additional debt of \$100,000,000 would be mentioned on account of the construction of the railway, from the remarks of the member of the St. John. The Americans had paid fifty-eight millions of dollars as a subsidy, and had made twice as large a land grant; the money grant would have to be larger. For years to come, the line could not pay a tenth part of its cost, and no Company would undertake it unless they received every assistance, for the line would not obtain anything like the traffic that the Union Pacific obtained, and he believed the result would not be that the Government itself would have to build the line. As to the time that would be required to build the line, if the same energy were shown as had been exhibited in the construction of the Intercolonial, the Pacific would take twenty years. Why not say to British Columbia, "we are willing for you to join us, but we cannot pledge ourselves to this heavy expenditure—but if British Columbia only wanted to see which country, Canada or the States would give them the best terms, he, for one, was not prepared to buy them that way." The present position of Canada and the States to each other could not last much longer, and if more friendly relations should be established, why should not Canada avail herself of the Northern Pacific road until she was able to build a line for herself.

Mr. JACKSON was glad to see the unanimity of belief that union with British Columbia was a necessity, and that the construction of a line of railway was also a necessity. It had been conceded that the amount to be granted to British Columbia was not extravagant, but objection was taken as to the mode of payment. Objection had also been raised that the proposed representation was too large for the population, but looking at the matter in a common sense view only, although the abstract principle of representation according to population might be right, he thought area should enter into the arrangement, and he saw