

ther think, and I know many others agree with me, that these resolutions may be amended in some points, and yet without in the slightest degree endangering the whole scheme. But the Government say, "you must take the whole measure, or no part of it." I very much fear that the determination of the Government in this respect is, if I may so speak, father to their wish. That they have fallen in love with their scheme. It is their pet measure—their bantling—and they wish to get it through, without any amendment, just as it is. Suppose amendments are proposed that really can only affect Canada, and cannot affect our relations with the other provinces at all; what reason is there that these amendments should not be made? The Government can surely communicate with the other provinces, and get their assent. At the same time, while I am speaking on these particular points, I must express my dissent from certain other features of the resolutions, but they are features, I fear, that we can do nothing to alter now, for we shall be obliged, as the Government say, to adopt the whole of the resolutions or none.

HON. MR. CAMPBELL—That is the point.

HON. MR. REESOR—Yes, that is the point in reference to certain of these resolutions, but not with regard to others. Two years ago the Government of Canada had a conference with members of the governments of Nova Scotia and New Brunswick, and in that conference agreed that upon certain conditions, if the money could be obtained, with the guarantee of the home Government, at a certain rate of interest, the Intercolonial Railway should be built, and they further agreed that Canada should only have to pay five-twelfths of the cost, which was then estimated, as it was stated, at twelve millions of dollars. I believe, on good authority, that a company offered to build the road for twelve millions of dollars, and undertook to run it, without any additional charge, for twelve years.

HON. MR. CURRIE—It was three million pounds sterling, or fifteen millions of dollars.

HON. MR. REESOR—Perhaps it was; but let us suppose that the estimates should be as high as they are at present; let us conceive the fact as possible that the company might fail to complete the road without more aid; and that it might have cost as much as is now estimated, namely, eighteen millions of dollars,—still Canada would only have had five-twelfths of this to pay. But here, in

the short space of two years, we have had such a change, such a sudden change, that one statesman of Canada, a man of very great influence, and who now presides over the administration of affairs in this country, the President of the Council, who opposed that scheme because it involved too large an expenditure for Canada to incur—

HON. MR. ROSS—He does not preside over the administration of affairs.

HON. MR. REESOR—We call president the man who presides, and he presides because he is president—who opposed that scheme because it was alleged Canada was paying far more than her just proportion but is now in favor of it. Had it not been so strongly opposed by a man in such a position, and had the Government not been so weak, I believe the scheme would have been carried out. He who opposed it was one who had been twenty years in public life; his opinion was justly considered valuable, and many were disposed to agree with it. Had the ministry gone to the country then, taking the Intercolonial Railroad on their backs, I venture to say they would have been totally defeated. They would have had a large majority against them in Upper Canada, and I think a majority against them in Lower Canada also. But how is it now? Why, this Intercolonial Railway is to be built out of the funds of the Intercolonial Government that is proposed to be established, so that instead of Canada having to pay only five-twelfths of the whole cost, she will have to pay ten-twelfths. (Hear, hear.) This will involve five to seven millions of dollars of an expense more than we had any occasion for incurring, for the other provinces were all willing to have been responsible for the rest, and there is very good reason why they should. The countries to be benefited by the Intercolonial Railway are New Brunswick and Nova Scotia, but especially the former. In that province there is an extensive wilderness, with some valuable timber limits, if not much farming land, through which this road will have to pass, and every acre of land within twenty or thirty miles of the road will be largely increased in value. New Brunswick would gain that advantage, while as for Nova Scotia, Halifax, its chief port, will be made an outlet by the construction of the line, and will of course be largely benefited, so that they were only proposing what was fair and equitable; but in coming down with a scheme which involves us in twice as great an expenditure as was formerly contemplated, they seem not to have been