

with yet larger demands on the public purse than ever, to keep it going. Well, sir, I pass on from these heavy outlays for permanent defences, and the Intercolonial Railway; and I read in these resolutions that "the communications with the North-Western territory, and the improvements required for the development of the trade of the Great West with the seaboard, are regarded by this Conference as subjects of the highest importance to the Federated Provinces, and shall be prosecuted at the earliest possible period that the state of the finances will permit." Well, sir, we are told that this last phrase is synonymous with those unqualified words, "without delay," that are used as to the Intercolonial. I am reminded of a saying current in the days of Lord SYDENHAM, who was a good deal in the habit of wanting work done faster than the workers liked, and of whom it used to be said that all he ordered had to be done "immediately, if not sooner." (Hear, hear, and laughter.) I take it, the Intercolonial Railway is to be done "immediately, if not sooner," and these other improvements are to wait till "immediately, if not later." They are to be prosecuted as soon as the state of the finances will permit. I know some hon. gentlemen think that will be very soon, but if so, there must be most extraordinary means taken to borrow or otherwise raise money. (Hear, hear.) Nothing can be vaguer than the intimation given as to what these works are to be. The communications with the Great North-Western territory, where are they to begin; what are they to be; and where are they to end? And the other improvements to be carried out—the communications with the seaboard—the enlargement of the canals—how much enlargement, sir, and of how many and what canals? An honorable friend near me says canal enlargement is or should be productive. No doubt, but at what rate? I remember reading in a Lower Province paper the other day of a late speech of Hon. Mr. TILLEY's, in which he said that at the Quebec Conference they went into a calculation of the productive value of the entire outlay of these provinces upon productive public works, and found them to be yielding an average of one and an eighth of one per cent., or something like that, of yearly return upon their cost. I admit there may be in the widening of these canals a something of productiveness; but to say that it will be anything like proportionate to the outlay, is absurd.

But what I am coming back to is this—we are to go at once into the outlay of the Intercolonial Railway, and we are to go into this other, too; but yet, almost beyond the shadow of a doubt, these canals and other communications with the west—which western politicians think they are to get as their equivalent—are to be held back a bit. I forgot to bring here an extract from a late speech of Hon. Mr. TILLEY's, in which he plainly said that an immediate carrying on of these western works did not enter into the calculations of the Conference, that the Intercolonial was unmistakably to be put through at once; but that the Lower Province delegates gave no promise of the like prosecution of these other works as the price of that. (Hear, hear.)

AN HON. MEMBER—Where do you find that?

MR. DUNKIN—It is quoted in a late number of the *Toronto Leader*; and if anyone will bring me the file of that paper from below, I will read the words with pleasure. Now, Mr. SPEAKER, I am raising no question of any one's sincerity upon this question. The politicians of the eastern provinces, I have no doubt, are thoroughly in earnest in their demand for the construction of the Intercolonial road, and are quite willing to have the western improvements begun about as soon as they can be; and I am quite sure that the friends of this scheme in the west want their western works instantly gone on with. I even believe they both think they will get what they want; but I am surprised at their credulity, for I do not see how they can. I believe they are deceiving themselves and their friends with the bright pictures their fancy has been painting, and that my western friends, at any rate, are doomed to some disappointment. Whenever a Federal Parliament shall meet, I fancy it will become a question of grave interest whether or not the state of the finances will admit of the construction of all these works; and if not, then what is to be done first—and how—and when? And as I have shewn, unless the six majorities are pretty much agreed, there will be no great deal done in any hurry.

HON. J. S. MACDONALD—That is worse than the double majority.

MR. DUNKIN—Yes, three times as bad, to say the least. Well, suppose the financiers of the Lower Provinces, having before their eyes the fear of direct taxation by the Federal Parliament, should come to the