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reached a certain stage of growth and development, they would have certain local works completed not necessary to be assumed by the Dominion. At present, to admit such Provinces as British Columbia we had to depart from this principle of representation by population to give the people proper representation, and frame the financial basis of our Union to enable to newcomers to carry on the Government, and other enterprises. One important object for us was to avoid incurring obligations oppressive to our people, who numbered but four millions. By these resolutions they were threatened with a very grave responsibility in regard to the early commencement and completion of the Pacific Railway. He was certainly opposed to terms of this kind, however desirous of extending the Union and meeting the wishes of British Columbia. (*Cheers.*)

**Hon. Mr. TILLEY** referred to the remarks of the hon. member for Sherbrooke as to the difference between the requests made by British Columbia, and what was proposed to be granted by the Government. He said the only difference was as regards the communication, it being decided that there should be a guarantee for the specific time of ten years, which would allow ample time for the construction of the Railway, and the Government had thought it better to limit the matter to ten years instead of making a guarantee in perpetuity.

The member for Sherbrooke had stated that all British Columbia asked for was a coach road connecting Fort Garry with the Government roads of British Columbia and an expenditure of a million dollars a year on a railway, and that the proposition submitted by the Government was less favourable to Canada. He entirely dissented from the hon. member on that matter, on these grounds. When the road had been proposed it had been found from enquiry and investigation that from the high cost of labour and other charges that would have to be met in constructing such a road within the stated time of three years, that the cost would be very heavy, very heavy indeed, and in addition to this it was coupled with a proposition that a railway should be built as soon as practicable, and that there should be an annual expenditure from the commencement of a million of dollars.

Under these circumstances the Government had held that any expenditure on a coach road was useless, and one that was not required, inasmuch as all the traffic would be taken by the railway as soon as completed. Taking this view therefore the Government had at once dissented from the proposition of British Columbia, and would not agree to it. The Government had also considered it unwise to consent to an annual expenditure of a million of dollars from the commencement without having any particulars as to the difficulties that would be met with, and had rather preferred that the whole work should be undertaken in a reasonable specified time,—as they thought a proper survey should be made, and the work then completed as speedily as possible. Then again the propositions of British Columbia had been changed in respect of representation in the Dominion House of Parliament. Reverting

to the matter of the railway, he said the House had heard that it was estimated that the money grant necessary to construct the railway, in addition to the land grant, would amount to 1 and a quarter millions per annum, but it must not be understood that the expenditure of that sum of money was involved in the proposition before the House. That proposition was simply to admit British Columbia into the Dominion and connect her with the Dominion system of railways, and it must be remembered that the agreement entered into by the delegates at the conferences at Quebec and London, was that the six Provinces should be brought together, and also that the Red River country and British Columbia should also be included in the Confederation.

Such was the agreement, and happily, part had been accomplished, for notwithstanding all the trouble, all the anxiety, and all the difficulties that had arisen in connection with the North West, he believed the conviction from one end of the country to the other was that that country had been acquired on very favourable terms. Well the next thing after getting possession, was how to utilize it, and how could it be utilized? Surely not by building coach roads, not by simply improving the communication by water, no—the North West could only be used to advantage by means of a railway running to the foot of the Rocky Mountains, and the Government would not be doing its duty to the Dominion unless it projected that work. It was well known on the most reliable information, that in the valley of the Saskatchewan and the Red River there was a tract of Prairie Land, immense in extent, and magnificent in character, and how could immigration be conducted to that country, how could supplies be carried to settlers, how could the produce of that country be brought to a market unless there was a railway, and he did not hesitate to say that it had been the deliberately expressed opinion of the House and the country, that as soon as the country was acquired, a railway must be built to the foot of the Rocky Mountains. Believing this to be the determination of the Government and the country, the delegates from British Columbia came and submitted a proposition that that Railway should be extended from the foot of the Rocky Mountains to the Pacific, and he put it to the House and the Pacific, whether a line could not be built to the Pacific, much cheaper, in proportion, than one ending at the Rocky Mountains. The one would be available for local traffic only, and very much larger subsidies, therefore, would have to be paid, whereas a line running from the Atlantic to the Pacific would receive a very large amount of through traffic, and in addition to this, it had always been contemplated and determined that there should be such a line through Canadian Territory.

It had been stated both by the Minister of Militia and the Minister of Finance that it was not considered that the amount necessary for the construction of the railway, would involve any increase in the taxation of the people of the Dominion, and he had no doubt that that statement was correct, for taking the calculations of the hon. member for Sherbrooke himself as a basis, that the annual increase of the population of the Dominion