

had appeared in other leading papers. No objections were urged against them that he had heard of, till now. He did not believe the people were so wanting in intelligence that they would silently submit to terms which did not meet their approval without protesting against them. When a small question of duties came before this Parliament, the people who disapproved of them petitioned against them, and the Press generally discussed the question very thoroughly. It was absurd, therefore, in the face of these facts to say that the people were taken by surprise on this question, or that the scheme met with their disapproval. But if this House had accepted the position which the hon. members of the opposition wished to force the country into, they would bring discredit on this country which would probably be fraught with consequences which might be irreparable.

The hon. member for Sherbrooke had raised a question as to how far this enterprise lay within our means. The hon. member had done better justice to the position of the Dominion in a former speech in which he had depicted the prosperity which Confederation had brought upon the country. It showed that the hon. member who first presented Confederation in a tangible shape, in the year 1858, had spoken with prophetic zeal when he referred to it as the great means of elevating them, not only in the political, but in the financial and commercial scale. The friends of Union might proudly point to the present position of the Dominion as irrefragable proof of the correctness of that statement for the prophecy had been more than realized. The Confederation was but a movement of yesterday, and the result already was a large surplus in the treasury after meeting all the Dominion engagements that the necessities of the Local Governments required, but the Government of this Dominion could come down, and not only point to the prosperity of every one of its component parts, but, at the same time, show that this Dominion had entered on a career of financial prosperity hitherto unknown to Canada. If this had been the result in the past, what might we not expect in the future? Two years ago the hon. member for Sherbrooke, in his criticism on the budget speech, had complained of what was not in it, rather than of what it did contain, and had said that some provision should have been made for opening up the North West. He (Hon. Mr. Tupper) thought the Government deserved credit rather than censure for having adopted the suggestion.

In reply to the objections of the hon. member for Lambton about the cost of the proposed railway, he referred to the fact that its construction would be undertaken by a private company. No one had disputed the necessity of providing means of communication with the North West in order to settle it, yet hon. gentlemen opposite complained that large grants of land should be made to any company undertaking the construction of a railway. Yet it was only by means of a railway that the country could ever be settled, and the Dominion could give infinitely better land for the purpose than the United States had offered or could now offer to American companies. The reservation of large blocks of lands, which would be greatly enhanced in value through the construction of this railway, would enable the Government to cover largely any outlay they should be called on to make. Confederation had changed the

whole story of financial deficit, and had enabled the Government the other day, partly without their consent, to reduce the taxation of the country by \$1,000,000—thus, too, at a time when they were constructing the Intercolonial and other kindred works and preparing to improve the canal system of the country—without embarrassing the Government. He believed, also, that if this railway were built, the Northern Pacific road would either be abandoned or become a branch of the Canadian Pacific. It could never compete with our line, running as it did through a much less fertile country than our North West, and lying between our line and the Central Pacific route.

This union was a question of such magnitude, when regarded in the light of the status it was going to give to this Dominion that it naturally tempted him to descant upon it. He believed God and nature had placed it in the power of this Parliament to take up this question and give us advantages in connection with becoming the great highway of communication, not only across this continent, but between Europe and Asia. The Government would be recreant to their trust if they failed to meet the wishes of this country as expressed by the majority in this Parliament and carry it forward to a successful issue.

**Mr. SCATCHERD** was surprised to find that in the debate on the present question there was less enthusiasm than was shown on the first scheme of Confederation. He complained that only one party to this compact, the people of British Columbia had had an opportunity of pronouncing on this subject, while the greater party of the people of Canada had received no such opportunity. Already we had the Intercolonial Railway on our hands, for which we had had to submit to increased expenditure and taxation. Yet we were told that a larger and more difficult work would not add to our burdens. A more monstrous and unreasonable proposition was never urged than this vast road could be built without increasing the burdens of the people. He held that Confederation so far had not proved the success predicted. In various sections there were jealousy, ill-feeling and discontent in relation to this Union and three sections, Nova Scotia, Quebec and Manitoba might be cited in support of his theory that Confederation had not been very satisfactory. He saw no difference between the position of the minority in 1865, and that of the minority now. The conduct of the Government was as unreasonable and arbitrary now as then. He believed this scheme would but add to difficulties and taxation on the country, and that its ill effects would be felt for 50 years. Holding these opinions he would vote for the amendment.

**Hon. Mr. HUNTINGTON** said he was prepared and desirous to see this scheme of Confederation carried to a magnificent success, and that he was prepared to go quite as far as the hon. member for Cumberland, or indeed any one, in the great scheme of Confederation, but while he claimed credit for earnestly and sincerely entertaining the desire to consummate successfully that great scheme, he could not shut his eyes to the fact that, Confederation was not a machine that would run without winding, but that it contained many details which from time to time required serious consideration. When the Dominion Parliament had first