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would be three per cent, (although when the railway to the Pacific was completed, and the vast Territory of the North West opened for settlement, there was no doubt the increase would be much greater), he believed the additional revenue derived from that increased population, irrespective of the increased paying ability, estimated at two per cent by the member for Sherbrooke, would be fully equal to all demands upon it without any increased taxation. He entirely agreed with his hon. friend that it was impossible to take large Provinces into the Dominion with a small population, and acquire all their lands without giving them in return the means of carrying out the local works necessary to make the country attractive to emigrants, and how could it be expected that the people of this large Province, twice the size of Ontario, would be in a position to develop the resources of their country without assistance—and that assistance was what the Government proposed to render in the proposition before the House? The member for Sherbrooke had said that he would have preferred that the Government should have come down and have asked a direct vote for that purpose, but he would remind the hon. member that he had not been in favour of that mode, when it was proposed with reference to Newfoundland. The delegates from British Columbia estimated the population of their country, at 13,000 whites, 5,000 Chinese, and 45,000 Indians.

Then what was there to be got out of this country. At the present time it cost from 12¢ to 14¢ a pound for all supplies sent into that country, and no one could live there unless he earned \$5 a day. If, however, the country were opened up, they would be able to get supplies there as cheap as at Ottawa, and those who now live on \$5 a day would be able to live on \$2.50 a day, and there would very soon be a population which would yield a revenue that would speedily compensate for the cost of the railway. According to his judgment, seeing they had the North West, and must develop it, there was no question but that the Railway must be built, and even in a financial point of view, although he did not assume to have anything like the knowledge or experience of financial matters as was possessed by the hon. member for Sherbrooke, he could not see that there would be any difficulty. The line of railway would pass through magnificent lands, and the proposed grant would give 50 million acres, leaving every alternate lot which could be converted into a sinking fund or some other mode for securing the amount of money granted, and taking into consideration the probable increase of population, the speedy settlement of the North West on its being opened up, and the increased paying ability, he had no fear, and the Government had no fear, that the people would be subjected to any increase of taxation.

Hon. Mr. McDOUGALL (Lanark North): There are not forty millions of acres of arable land in the whole North West Territory.

Hon. Mr. TILLEY said he was not sure as to the number of acres, but the land would secure the building of the railway.

It being six o'clock the House rose.

AFTER RECESS

Hon. Mr. TILLEY resumed the debate. He had been pointing out the difference between the proposition of British Columbia, and that adopted ultimately, which he regarded as the more favourable to the Dominion. In connection with the railway scheme he would take issue with his hon. friend from Sherbrooke. By the construction of the road the population of the Pacific coast would soon be so increased as to pay for the cost of the road in a very short time. A gentleman who had worked in the mines of California, lecturing on this subject a few years ago, argued that such a result would soon be attained by building the railway. The hon. member for Sherbrooke was willing to give a subsidy to British Columbia without admitting it as a Province for some time to come. In making this admission, the hon. member gave up the whole case, for, if he could not object to giving a subsidy under such circumstances and without deriving every advantage from the expenditure, he surely ought not to object when British Columbia was ready to surrender her revenues to the Dominion. The increase of the debt would not fall on the present population of the Dominion alone. The evidence which the increase of the Western States since the construction of railways through them, was that the North West would soon be filled up with a population brought there by the new railway which would soon pay for its construction. With reference to the question of fortifications, he would say that he hoped the result of the present negotiations at Washington would be such as to prevent all necessity for the constructing such works. The expense for local works would hardly amount to as much as the hon. member for Sherbrooke estimated they would. Excluding the annual sum of \$100,000 for the land grant and the expenses of Government, these charges would amount to a total of \$361,300. The revenue amounted to \$363,400, which, of course, would largely increase in the future. The difference, therefore, was not so great after all. Even supposing that the local Government should accept our lower tariff, the revenue would reach \$308,000. The \$100,000 was, therefore, the amount of expenditure in excess of receipts, and for this the Dominion received a large grant of valuable land. Now, the question was, was the union of the colony worth the cost? The Pacific Railway, already in course of construction through the North Western States of the United States, was being built without the expenditure of a single dollar. It was being built by the land grants which had been made to the company. But, the hon. member for Lambton said there were only 50,000,000 acres of good land to be settled in the North West. Admitting it to be the fact, what difference did it make so long as it was settled. That was the main point. Persons who had travelled through the Fertile Belt had informed him that there was no engineering difficulties to be met with this side of the Rocky Mountains, and there could be no difficulty in getting a company to undertake the construction of the railway. Having said this much, the case was clear. The question was now, whether it was better to embrace the opportunity to complete the Confederation scheme, or to let this best chance of all pass by unimproved for consummating the union. He could understand why Annexationists should be opposed to this extension of the Union, but he could not understand how the Independence advocates like the hon.