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have preferred the terms originally proposed by British Columbia to those now proposed by the Government. He was sure, however, that that preference would not be shared by the House or the country. The original terms had provided the building of a coach road within three years of union, and that the railway also should be built as early as possible, with a specified expenditure of a million a year. The member for Lambton stated that he had never contemplated anything more than a road from Lake Superior, but of what benefit would such a road as that be.

He also told the House that he was opposed to locking up the lands of the country by handing them over to a company, but he (Hon. Mr. Morris) maintained that the course being pursued by that hon. gentleman would lock up the lands for ever. How could the lands be available for settlement and cultivation unless facility of access was provided? The Illinois road, which had been used by the hon. gentleman as an illustration of the danger of locking up lands by handing them over to a company, was a proof that the very reverse was the case, for the results of that road were that Illinois was peopled rapidly, and the lands, instead of being locked up, were almost entirely disposed of, for out of a grant of two and a half millions of acres, only half a million remained in the hands of the company. He asked the House seriously the nature and character of the land proposed to be acquired. That land consisted of the United Province of British Columbia and Vancouver's Island, and no one, who understood the matter, could deny that the addition of that province would increase enormously the wealth, the resources, and the prosperity of the Dominion. He had several extracts from works on the country, showing its valuable nature and character, and thought the member for Lambton was not justified in the remarks he had used to the effect of there being scarcely any arable land in the whole of British Columbia.

Mr. MACKENZIE stated that what he had said was that after descending the slopes of the Rocky Mountains, the country was the roughest on the continent.

Hon. Mr. MORRIS thought the construction he had put on the hon. member's remarks was not very far wrong, but he could state on the undisputable authority of Mr. Trutch, the Surveyor General of British Columbia, that taking the whole of British Columbia and Vancouver Island fully one-third, or about 50,000,000 of acres was good farming land, while the whole acreage of Ontario was 77,000,000 acres. It appeared to him that throughout the whole debate a strange fallacy had existed. The Railway had been spoken of as a mere bargain to induce British Columbia to enter the Union, whereas that work was of more importance to Canada than it was to British Columbia, for, having already acquired the great North West they were compelled by force of circumstances to go forward and render it a valuable acquisition, and he was convinced that if the House turned its back on British Columbia by adopting the amendment of the member for Lambton, it would do a grievous injury to the cause of Confederation which might prove irreparable. The present position of Canada was analogous to that of the States some years ago, when that country, recognizing the importance and necessity of communication from one side of its territory to the

other, both as a bond of union between the people of the east and west, and as a means of securing the vast trade between Europe and Asia, had taken steps which in a short time would result in three different lines from the Atlantic to the Pacific, and the reasons that had urged America should be equally powerful with Canada, and he believed the Canadian line could be constructed in a satisfactory manner, by means of the proposed land grant without in the least degree overburdening the people.

The House in the course of the debate had rung with cries that a debt of a \$100 million was being incurred, but the speakers knew well that by means of the land, the line could be constructed without any approach to a burden that the people could not bear, and no Ministry would ever dare to propose to incur such a debt as had been spoken of in this case. The Northern Pacific was being constructed on a land grant only, and could it be doubted therefore, that Canada, with better lands and fewer difficulties, would be able to devise such a scheme as would attract foreign capital, as the Americans had done. The House must be aware that before a dollar could be expended or an acre of land granted, a scheme would have to be submitted to and endorsed by the House, and therefore the whole matter would be within the control of Parliament. The question was whether or not British Columbia should be invited to join the Union, and whether or not the railway should be constructed, and he believed that when the Union should be accomplished and representatives from British Columbia should sit in that House, there would be no doubt of the railway being proceeded with as rapidly as the resources of the country would admit. He had every confidence not only that the House would endorse the proposition of the Government, but that it would be approved by the people of the country also, and it would be a bright day for the Dominion when the first sod was cut on the Canadian Pacific Railway, and in time to come many of his friends opposite, who were really desirous of consummating Confederation, though they might now oppose this scheme, would rejoice that the Government had not been deterred from following out the work, but had persevered in their determination to carry forward the work of union with the Pacific colonies.

Hon. Sir A.T. GALT would not again have spoken but for the allusions made to him, but under the circumstances he felt bound to express his views on the important question before the House. Referring to the remarks of the Minister of Inland Revenue he (Hon. Sir A.T. Galt) considered that the course he was pursuing would tend much more to build up Confederation on a sound basis than that pursued by the government, and that a policy of prudence and foresight was more necessary for the future progress of the Dominion than the unwise incurring of obligations now proposed could possibly be. They should not lose sight of the real interests of the country in rushing forward in the path, which, though all might desire to follow it ultimately, if too hastily followed would defeat the very object desired to be obtained.

As to the coach road proposed by British Columbia, involving a useless expenditure of money, he maintained that the necessities of the railway would require the construction of such a road so that it