

future time (should the Continent continue to advance as heretofore in prosperity and population) be undertaken by Great Britain and the United States. * * * Your Committee indulge a hope that the Imperial Government will be led to entertain the subject as one of national importance and to combine with it a general and well organized system of colonization."

The project, which seemed to the men of 1851 as only possible of execution by the combined efforts of the United Kingdom and the United States, was undertaken by Canadians unaided, at the end of a single generation (30 years), and brought to a successful issue.

362. A brief résumé of events after Sir John Macdonald had agreed to construct the works is here presented.

In the session of the Dominion Parliament, 1871, Hon. Sir George E. Cartier moved consideration of the resolutions of the Legislature of British Columbia respecting union, closing the recital of the terms with a resolution of concurrence. Mr. Alexander McKenzie moved in amendment that "as the proposed terms of union pledged the Dominion to commence within two years and complete within ten years the Pacific Railway, the route for which has not been surveyed, the House is of opinion that Canada should not be pledged to do more than proceed at once with the necessary surveys and after the route is determined to prosecute the work at as early a period as the state of the finances will justify."

Mr. Jones, Halifax, moved an amendment to the amendment that "the proposed engagements respecting the said Pacific Railway would press too heavily upon the resources of Canada."

Mr. Jones' amendment was lost, 63 voting for it and 98 against it.

Mr. Ross (Dundas) then moved an amendment "that in the opinion of this House the further consideration of the question be postponed for the present session of Parliament in order that greater and more careful consideration may be given to a question of such magnitude and importance to the people of this Dominion."

This amendment was lost, 75 voting for it and 85 against it.

Mr. Mackenzie's amendment then being put, was lost—67 to 94.

Mr. Dorion then moved an amendment that "in view of the engagements already entered into since the Confederation, and the large expenditure urgently required for canals and railway purposes within the Dominion, this House would not be justified in imposing on the people the enormous burdens required to construct within ten years a railway to the Pacific as proposed by the resolutions submitted to this House."

Mr. Dorion's amendment was lost by 70 to 91.

Hon. Sir George E. Cartier's motion was then agreed to by 91 to 70.

It will be seen that the amendment moved by Mr. Ross, postponing action to a future period, was only lost by ten votes.

The Government lost no time, and Mr. Sandford Fleming was appointed Engineer in Chief, and submitted his preliminary report in April, 1872. At the end of June, 1872, the sum of \$519,576 had been expended, which was further increased in the fiscal year ended 30th June, 1873, to \$1,081,394.

The Macdonald Ministry resigned on the 6th November, 1873, and Mr. Fleming's report for 1873 was made to Mr. Mackenzie, Minister of Public Works.