

case, I was pained a day or two since with the utterances that fell from the representatives of that province in this, and in the other branch of the Legislature. I thought I must have been mistaken, when I heard a representative of that Province, in the Lower House, get up in his place and state that it was possible, and very probable, that this session would be the last session that a voice from British Columbia would be heard on the floor of this Parliament of Canada. I hope such a thing is not in the future, and that the wisdom of the people of that country will not allow them to carry out the threat that their representatives have given expression to. The paragraph with reference to the Pacific Railway appears to be a remarkable one, and I am sure this country and this House—because it has expressed itself so—would have been delighted if the Government, in their wisdom, had not invited tenders and given out contracts for any portion of the Pacific Railway without the surveys being completed. It is sufficient to have one mistake of giving out a contract for the construction of a section nearly 250 miles in length, a large portion of which was to have been built by the Government, and the rest on a subsidy of \$12,000 per mile, without having any survey of it. It is stated that Mr. Hazlewood explored the line through the forest, but it had been proved that he did not even walk over it, but that he walked over a portion of it only, and went the rest of his journey in a canoe. If the Government had been wise before giving out a contract of such magnitude as the Georgian Bay Branch, they would have had a thorough survey made of it, and would not afterwards have been compelled to cancel the contract because the route was impracticable. The Pacific Railway question is a source of irritation to our friends on the Pacific slope, and if we examine the action of the Government with respect to it we cannot wonder at that irritation. The Government came down with a bill to construct the Nanaimo and Esquimalt Railway on Vancouver Island, but this House failed to appreciate it and by a solemn vote defeated it. In the British Parliament when a Government measure of such importance is defeated in the Upper House, they introduce it again the following year, but we do not find anything in the Speech from the Throne that our Government is to follow such constitutional practice or that we are to have a measure of this kind again this year. In the British Parliament a measure of such importance to the country would

be brought down again and again, and if the Government failed to carry it the Sovereign would grant a dissolution of the House and appeal to the people. After that, if the Lords refused to pass the bill, they were obliged to pass it.

Hon. Mr. SCOTT—We cannot make Lords in Canada.

Hon. Mr. READ—We find on the paper duty the House of Lords threw out the bill, but the Government of the day brought it down again the next session, and it was finally passed. The same with the bill respecting the introduction of Jews into Parliament; it was thrown out by the House of Lords, but the Government found a constitutional way of carrying the measure. I am not surprised that the British Columbians are irritated at the way in which they have been treated, but the Government of the day have been satisfied that the people of the country were opposed to the measure, as the road has not, and never can be, a portion of the Pacific Railway. If it had been, or if there were any means of making it a portion of the main railway, this House would not have voted against it, but from information furnished by Mr. Fleming in order to extend the road to Esquimalt harbor from the main land, we find we would have to construct bridges of from 1,100 to 1,375 feet span, something the world has not yet witnessed, and an achievement which the resources of Canada, even if we had the scientific skill, are not equal. The admiralty chart shows that at this place the water is from 400 to 500 feet deep. So the Esquimalt and Nainaimo branch never can become part of the Pacific Railway, and even as a local enterprise its construction is unnecessary as it would be along side one of the finest water stretches in the world open every day of the year. The Government have not always called for tenders before entering upon contracts. I feel that they were recreant to their trust when they purchased the steel rails without asking for tenders for a certain portion of them. The returns show that the Government bought, without tender, by direct offer. I see it is indicated that the works on the canal system are not to be pressed. I do not know what works they are, but I hope it is not the Welland Canal, or the St. Lawrence Canals, that are to be stopped. It does not appear to me that it is for want of money that the Government will stop those works at a time when labor is cheap and poor people demand employment. It cannot be otherwise than we have plenty of money, because Mr. Cartwright told us in 1874 that he borrowed a larger amount than he then