

pleased to sanction the adoption for this Province, of the following changes in the tariff now in operation."

The changes in the tariff they desired to secure were the removal of the duties levied on mining and agricultural machinery; and, in lieu thereof, the imposition of a small tax on the cereals which could be produced in the Province of British Columbia. This would be only a fair and perfectly just proceeding, and if the Government wished to do the Province justice they would certainly accede to it; and this could be done without inflicting any injury on the other Provinces of the Dominion. One duty imposed by the American Government militated heavily against their interests. They employed Indians in "gathering" oil, which was excluded from the American market, and they were consequently obliged to send it to England. They did not share, it was to be remembered, in the benefits accruing from the Washington Treaty. He thought he had shown that it was perfectly practicable for the Government to grant British Columbia a modified tariff, in order that the bone and sinew of the country might not be driven out of it, and that their farming lands might not again become portions of the howling wilderness. If those other Provinces were overrun with American produce, as they were in British Columbia, he was certain that the consequent disadvantage would be felt, and no one could therefore be blamed under such circumstances for defending the interests of his constituents; particularly if, as he (Mr. Bunster) was, supported by the Legislature and the entire population of his Province. British Columbia only desired to secure an exceptional tariff until such a time as Canada would carry out her pledges and build the railway. It was also to be borne in mind that, since the Province entered Confederation, the tariff had been raised 2½ per cent. on articles which they consumed. Unfortunately, they did not have a sufficiently large population to encourage manufactures, and even if this were the case they would in this relation be shut out of the American market. Many intelligent and thrifty farmers had gone to British Columbia

from Ontario—some on the recommendation of his friends, and some on his own recommendation, which recommendation he now regretted having given, because they had said to him: "You have good land we know, because we see it before us, but you have no market: it is better to go to the States than to come to your country." Hence they lost settlers who were as good subjects and citizens as could be found anywhere in the world, simply because they lacked the small degree of protection which they desired, and which was necessary to establish a proper feeling of confidence. He earnestly implored the Government to take the matter into their favourable consideration. He thought that a tax on cereals would be preferable to the tax on malt. He asked hon. gentlemen to support him in his endeavour to secure what was simply a matter of justice for his Province. He would propose to add to the motion the proviso: "Until the Canada Pacific Railroad be built."

Mr. CARTWRIGHT: Does this imply compensation for any other unavoidable difficulty that may occur?

Mr. BUNSTER: The unavoidable delay will probably come up in another form. British Columbia is not insensible to the injustice done her.

Mr. CARTWRIGHT: I must inform my hon. friend that we cannot allow such a resolution to pass. However desirous we may be to meet his wishes, and those of other gentlemen from British Columbia, it is scarcely necessary for me to say that it is impossible for this Dominion to permit each separate Province to have a separate tariff adapted to its own especial needs; therefore, I hope that my hon. friend will not insist on pressing his motion. He has stated his case and his grievances, and I think it would not be advisable for him to press a resolution which I think the sense of the House will inevitably condemn.

Mr. DEWDNEY said that, prior to entering the Union, they had had the alternative of either retaining their own tariff or of accepting the Canadian tariff, which, if not then accepted, was to come into force when the railway was built. He was willing, however, to let the matter drop.