

tures probably not inferior to those on Vancouver Island itself, afford the best evidence that there are very large coal fields outside of the field proposed to be given to this Company. In Queen Charlotte Island, there are coal measures not inferior to those of Vancouver Island itself, so that there is really no danger of a monopoly. But I would ask what possible good is it to Canada or to British Columbia to have the most inexhaustible coal fields if they are not operated, if they are to remain for the next fifty years as they have remained for the last fifty years, practically without being operated. They are of no value to any person if they are not operated, and the statement of my hon. friend from New Westminster, that they have not been operated because they have been kept under reservation by the Dominion Government, falls completely to the ground when we remember how long a period it was before there was any such reservation. The Government of British Columbia removed that reservation altogether, and yet, with the offer of all these advantages, of all this area—and it is not a very large area of valuable land, except as regards minerals, although large in extent, because its character is so rocky and mountainous as to prevent its having anything like the value that would likely attach to such a large territorial area. The very fact that when that reservation was removed, not only all the land here offered, but a larger quantity, went begging and no person could be induced to take it up; the fact that all these capitalists of San Francisco, all these gentlemen connected with other railways, who were perfectly aware of the advantages offered, would not undertake the construction of the road: the fact that the Government of British Columbia were incapable of constructing it, is the best evidence that there is not much strength in the objections offered to these resolutions. Mr. Clements who had undertaken this work, was obliged to forfeit his deposit because, with a still larger area of land than this, he could not obtain capitalists to go with him into the work. I do not accept the very ingenious suggestion of the hon. member for Nanaimo (Mr. Gordon), who intimates that was done in the interest of Mr. Huntington. Had it been so done, there would have been somebody else, not in the interests of Mr. Huntington, who would have only been too glad to take Mr. Clements' place, because it was a matter of notoriety that the British Columbia Government were offering all these advantages, and offering them in vain. I quite agree with the opinion expressed, that it is important to know where the capital is to come from, and who are the parties that are going to control the work; and what is the result? The fact that Mr. Crocker is connected with the Southern Pacific Railways, and is in a position to require a large amount of coal for the consumption of those roads, is the greatest possible advantage in our having him interested in the development of these mines. What takes place at present? Mr. Dansmair furnishes Mr. Crocker now 4,000 tons of coal per month, from Vancouver Island. Mr. Crocker's consumption is 33,000 tons per month, over 1,000 tons per day, and nothing will tend more to the development of our coal industry, than to have a man who requires this great quantity, and has to look elsewhere to get the greater part of it, who has to look to Australia, to England, and has even to take the inferior coal of Seattle, from the adjoining territory of the United States. It is of the greatest advantage to us to have him interested in obtaining his whole supply from our territory, and thus giving employment to miners and expending capital in the development of our coal industry. So far from regarding that as an objection, I regard it as an advantage. I entirely agree in the observation of my hon. friend, that it would have been better if the Canadian Pacific Railway had constructed this line. When I was in British Columbia, three years ago, I took every means to collect all the information I could and to use all the influence I had with the Canadian Pacific Railway, to get them to take this offer of all this land and all

this coal, and go into the work of constructing the road. Having examined it most carefully and attentively, they refused to take up this line from Nanaimo to Esquimalt. They did not consider it necessary for their enterprise, for the reason that the Burrard Inlet terminus, whatever may be said by hon. gentlemen in this House, is known, on the most undoubted authority, to be a most admirable terminus and admirable harbour, suitable for the largest ships that cross the ocean from China and Japan, and a terminus that will, in every way, answer the purposes of the road. No doubt, a great many of the passengers coming over the Canadian Pacific Railway will go down to Nanaimo and avail themselves of that road, and I believe, whoever may have capital invested in its construction will be only too glad to invite all the traffic they can get over the Canadian Pacific Railway, or from any other place, to make their venture a profitable one. The House will hardly believe that the hon. member for New Westminster was serious when he proposed a change in the site of the Graving Dock. I am glad to be able to give to my hon. friend who has taken his seat the information he required as to the expenditure on the Graving Dock, to the 31st December last. It amounted to \$187,136.66, and I hardly think any person will seriously propose that, after having made that expenditure upon the site selected by the Government of British Columbia, and after that site has been approved by the Imperial authorities—and the best evidence that they approved of the site was that they agreed to give £50,000 sterling to complete the work on that site—we will hardly be disposed to tear up that Graving Dock and carry it away, even for the purpose of securing such an admirable site as would be found at Burrard Inlet. The whole cost is estimated, as nearly as can be ascertained, at about \$665,000.

Mr. BLAKE. And the Imperial expenditure?

Sir CHARLES TUPPER. No, from that you deduct the £50,000 to be received from the Imperial Government, or \$243,000 in round numbers, and you have about \$422,000 as the cost to us of the work, from the beginning to the end. I may say that, as regards the ingenious theory by which Mr. Huntington is going to stop all the traffic from Australia and all the traffic from England, for the purpose of carrying wheat by a trans-continental line of railway from San Francisco to New York, there cannot be any very great danger of that enterprise being undertaken. Why, at this moment the difficulty the coal mining measure of Vancouver Island has had, is the fact that in San Francisco they buy no coal from Vancouver Island; because it is an enormous wheat growing country, the wheat fields require a large amount of shipping from England, and the ships which carry away the wheat bring out coal as ballast and throw it into the market at a very cheap rate. They have there the coal from Australia as well, and I think that the only means by which they can shut out that opposition is to get possession of the coal measures of Vancouver Island, which will furnish so much coal that they will stop all the trade by the Cape and Australia, and will involve the putting down of coal at a sufficiently reasonable rate to suit the Canadian Pacific Railway or anybody else for anything they require. I am glad to know the Canadian Pacific Railway will not be dependent on even Vancouver Island for their coal; that, during the past seasons, every day's exploration of the country has proved the existence of enormous coal measures of the most valuable description, lying in the neighbourhood of the base of the Rocky Mountains, for the operation of railways. I do not think, therefore, that more could have been done, or that more is required, in regard to the protection, that the clause which provides that, whatever they sell coal, for from the coal mines of Vancouver Island to parties outside, they are compelled to sell to the Dominion Government, and to