

had offered Newfoundland \$150,000 a year for ever for all her Crown lands, and that he proposed to give British Columbia \$100,000 a year for ever for a belt of land not exceeding 20 miles in width on each side of the railway. This was promptly accepted and Mr. Trutch immediately drew up the Railway Land Clause.

"Any one who will carefully examine the Railway Land Clause on page 3, and recollect that Mr. Trutch drew it up, cannot but feel fully convinced that so well drawn a clause would have contained a provision providing for the selection of land 'suitable for farming or other valuable purposes' in lieu of lands, within the railway land belt that, 'on investigation,' might be found valueless, if such subject had been discussed between Sir George Cartier and himself.

"It will be seen, on page 4, that when Mr. Trutch moved in the Legislative Council the adoption of the Terms of Union, he said that 'he could not do better now than pass them in review and comment upon their relative advantages.' He stated that the nominal population of 120,000 was objected by the Canadian Government and was fixed at 60,000 as the basis of the financial portion of the terms,' and that 'The railway subsidy was in return for a belt of land 20 miles on each side of the line of the road.' Not a word is mentioned about selecting good land any where throughout the Province for what might be found valueless in the belt. So the Railway Land Clause was accepted by the Legislative Council without inquiry and interpreted according to the true intent and meaning of words and sentences, although Mr. Trutch stated (page 4) that 'the delegates were present to explain the exact meaning of every clause as they understood it at the time of the making of the Terms.'"

Now, Sir, it was stated here that the Parliament of Canada had been deceived, and that there was no land there. With regard to that, I will direct your attention to another statement which appears here:

"The mountainous and sterile character of a large part of the Province was well known to the delegates, and to Mr. Trutch in particular; for he carried with him to Ottawa a copy of a map of the Province generally known as 'Trutch's Map,' intended for publication, which represented the country generally as a 'Sea of Mountains,' and which was taken to the photographer of the Public Works Department to be copied. The Dominion Government cannot, then, plead ignorance of the rough and mountainous character of the country."

I hold in my hand a copy of this map taken from the negative prepared in the Public Works Department in 1870. Anyone who looks at this map can see that fifty miles above Westminster there is a vast gorge in the mountains, and the whole line, as at present located, passes through high mountain ranges. The Government of 1870 were not deceived so far as the delegates were concerned, for they brought the original draft of this map here, and the negative remained ever since in the Public Works Department, where I found it. The map of May 9th, 1870, is inscribed thus:

"Map of British Columbia, compiled and drawn by J. B. Saunders at the Lands and Works office, Victoria, from the latest authentic information, under the direction of the Hon. J. W. Trutch, Chief Commissioner of Lands and Works, and Surveyor General."

When Mr. Trutch came here again, he brought with him a map with additions up to January, 1871, which is inscribed:

"Map of British Columbia, to the 56th parallel north latitude, compiled and drawn at the Lands and Works Office, Victoria, British Columbia, under the direction of the Hon. J. W. Trutch, M. Inst., C.E., F.R.G.S., Chief Commissioner of Lands and Works and Surveyor General, 1871."

Any one who looks at these maps will find that the Province represented on them is a sea of mountains. Then the question would arise, where was this fine, arable land to be found. In order to show that no deception on this point was imposed on the Parliament or people of Canada, I will read again:

"The fact is the Dominion did not want the lands. It was only an excuse to give the Province a subsidy sufficient to carry on its Government and make internal improvements—on the same principle as the \$150,000 had been offered to Newfoundland. Mr. Anglin stated that 'the Minister of Customs had admitted that it was only an excuse to give the money, and that the lands were not wanted.' Any contention, therefore, at this day, about the quality of the land in the railway belt, is most mischievous.

"Sir Alexander Campbell, when he moved in the Senate the adoption of the address for the admission of British Columbia, stated very frankly the views of the Government as to the value of the railway lands as a source of revenue. He said: 'It will be remembered that, in the case of Newfoundland, we agreed to give her \$150,000 per annum for land for ever. It was not believed in that case, nor is it in this, that the land would yield any revenue equal to that sum; but it was valuable in some respects; and it was felt necessary to assist Newfoundland beyond the 80 cents per head of her population.'"

"This statement alone, taken as a governmental utterance, and as an expression of the views of the Dominion Government as to the value of the railway lands at that time, ought, in itself, to quiet forever all contention about the quality of the land in the railway land belt."

I think so too. But, unfortunately, in an evil hour, I believe, the tempter came to the Government, and persuaded them that there was something wrong about the land, and a claim was put forward for lands outside the railway belt. Now, I will read what Mr. Anglin said with reference to the value of these lands:

"Mr. ANGLIN. * * * He contended that it was not open, or honest, or manly to give \$100,000 for lands along the line of railway; for the Minister of Customs had admitted that it was only an excuse to give the money, and that the lands were not wanted."

"Mr. MILLS. An open confession."

"Sir GEO. E. CARTIER. A Catholic confession."

"Mr. ANGLIN. A Catholic confession was an open and a full confession, and he wished the Government would make such a one (Applause) * * * Beyond the Rocky Mountains, the country was again hilly and rocky. In reference to that point, he quoted from an article in the *Victoria Colonist* to corroborate what the hon. member for Lambton had said the other night with respect to the sterile character of some parts of the route. He (Hon. Mr. Anglin) liked to be frank, and would say that the article was written to support one railway scheme against a rival railway scheme. The article spoke of the 'Horrible Frazer River Country,' 'the appalling character of the difficulties,' 'sterile mountains of enormous height, from which land slides perpetually in summer, and avalanches sweep down in winter, carrying all before them. The cost of the railway in these defiles would be money thrown away, and a millstone on the neck of the Dominion. These extracts of which he might read more, would serve to give some idea of the country. Now the question came up what must be the cost of the railway through such a country as that? The cost of forwarding supplies far into the interior to support the men engaged in the work must be enormous, and the wages of the men would also be very large.'"

Those who have paid attention to the reports of engineers on the located line of railway will find that members of Parliament at the time were very well posted as to the general topography of the country. I will read a few extracts from what appeared in the debate about Newfoundland, when the admission of that Province was under discussion in 1869. Hon. Mr. Smith said:

"Then we have to pay \$150,000 for Crown land which were worth nothing. Last year, the revenue from these was \$2,500, whereas the cost was \$6,000. Yet, we here gravely propose to pay \$100,000 a year rent and manage them besides."

That was the opinion held and put forward, not only by the hon. member for Westmoreland (Sir Albert J. Smith), but by several other gentlemen as to the value of lands in the Province of Newfoundland. On that ground Mr. Campbell made the statement that he did not expect any revenue from the lands that would repay the expenditure of \$150,000. Mr. Blake said:

["HOUSE OF COMMONS. GLOBE REPORT, JUNE 10, 1869"]

"* * * The proposed barter of the public lands of Newfoundland for \$150,000 a year was a sham bargain. The Dominion would never reap pecuniarily and directly any advantage from these mines and minerals. Under these circumstances, if the choice were between giving \$150,000 a year to Newfoundland and taking her lands, and our giving \$150,000 to Newfoundland and leaving her land, he would unhesitatingly vote in favor of the latter of those two propositions. He believed the prosperity of the Colony would be largely enhanced by the adoption of the latter alternative, and the pecuniary result to Canada would be largely enhanced by it."

I have no intention of pursuing this matter further in making quotations. I will say to this House that I have no charge to bring against the right hon. the leader of the Government of having led Mr. Trutch into making this claim. I am aware the right hon. gentleman knew nothing at all about these terms at the time they were negotiated by the Government of Canada and the delegates of British Columbia. He was then sick. I believe this claim for arable land is set up by Mr. Trutch, and by nobody else. I have his own statement with relation to the manner in which the terms were negotiated. Mr. Trutch undoubtedly knew that the Government of Canada was entitled to nothing more than the twenty mile belt on each side, and he ought to have so informed the Government last year