

they mentioned Alverni and Esquimaux as among the probable ports for the Pacific terminus. He defied the hon. member for South Bruce to find either in the proposition of Mr. EDGAR or in that of Lord CARNARVON, any statement to show that the railway on Vancouver Island was to be built as compensation for the delay in the construction of the Pacific Railway, and if it could be shown there was he would be glad to admit his error. He would quote what Lord CARNARVON said about compensation. It will be found in his despatch of the 16th August. The words are as follows :—

“The offer made by the Dominion Government to spend a minimum amount of \$1,500,000 annually on the railway within British Columbia, as soon as the surveys and waggon road are completed, appears to me to be hardly as definite as the large interests involved on both sides seem to require. I think that some short and fixed time should be assigned within which the surveys should be completed; failing which some compensation should become due to British Columbia for the delay.”

If the hon. member for South Bruce would turn to the despatch of Lord CARNARVON, he would see that there was no word of compensation with respect to Esquimaux and Nanaimo. What Lord CARNARVON did say was :—

“I think that some short and fixed time should be assigned within which the surveys should be completed; failing which some compensation should become due to British Columbia for the delay. Looking, further, to all the delays which have taken place, and which may yet perhaps occur; looking also to the public expectations that have been held out of the completion of the railway, if not within the original period of ten years, fixed by the terms of Union, at all events within fourteen years from 1871, I cannot but think that the annual minimum expenditure of \$1,500,000 offered by the Dominion Government for the construction of the railway in the Province, is hardly adequate. In order to make the proposal not only fair but as I know is the wish of your Ministers, liberal, I would suggest for their consideration whether the amount should not be fixed at a higher rate, say, for instance, at \$2,000,000 a year.”

If the compensation came in at all, it came in here. Hence the remarks of the hon. member with regard to compensation were altogether out of place. The question of the railway from Esquimaux to Nanaimo was settled in this House, it was settled by the decision of the Government, it was settled by Order in Council, it was settled by the engineer in charge in British Columbia driving his stakes and marking his

lines. The hon. gentleman tried to show that in building this portion of the railway, the Government were giving something away to British Columbia; but he contended that it would be a portion of the Grand Trunk Line across the Continent and not a branch at all. Then he came to the Government. The hon. member for South Bruce was found quoting from the confidential instructions of the First Minister to Mr. EDGAR. And what did they find in these instructions? They found, in the first place, that one Government had agreed with the people of British Columbia to do one thing, and the next Government taking a course which in his judgment, and in the judgment of this Dominion, was most indefensible. And the hon. gentleman quoted the most indefensible clause of these confidential instructions which was as follows :—

“You will take special care not to admit in any way that we are bound to build the railway to Esquimaux or any other place on the Island; and while you do not at all threaten not to build there, to let them understand that this is wholly and purely a concession, and that its construction must be contingent on a reasonable course being pursued regarding other parts of the scheme.”

Just imagine the First Minister of the Crown—the chief of the Executive of Canada, who was supposed to be the guardian of the rights of all the Provinces, putting into a confidential document an instruction not to threaten. He regarded this whole utterance as one worthy of a man who would willingly break an agreement solemnly entered into by the Dominion of Canada with the people of British Columbia. He called attention to the whole history of the transactions up to that point, and they all went to show that the Government of Canada had agreed that Esquimaux should be the terminus of the Pacific Railway; yet the Premier would have them believe that it was wholly and purely a concession; and that its construction should be contingent on a reasonable course being pursued regarding other parts of the scheme. If that was not bargain and sale, he did not know what it was. Mr. EDGAR in his report did the people of British Columbia justice in one thing, for he said of them that their keen intelligence and zeal in public affairs suggested the parallel in the history of some of the minor states of