

is to be universal chaos, we will go in for looting like the rest of them. (Hear, and renewed laughter.) He believed in British Columbia there was a want of confidence in Canada, based upon the utterances of the hon. gentlemen on the Ministerial side—a suspicion that they would never even attempt to construct the Pacific Railway, in which belief he was, unwillingly, a sharer. Therefore, under the altered conditions, he accepted this compromise, but solemnly convinced these 65 miles would never be travelled as part of the Trans-Continental Railway. The Canadian Government had got the better of our people in this treaty, after many complaints of British Columbia having got the better of them in the old one; but, for the peace, good order, and welfare of the whole country, he thought it his duty to help the Government in carrying out the present. Every member should support Government in constructing this local line. The gentlemen who supported the larger scheme ought to favor this bill.

HON. MR. DICKEY said the hon. gentleman had furnished many arguments for opposing this bill, and he quite agreed with him in condemning the frittering away of our resources on branch railroads, not a portion of the trunk line. The ground of a treaty was the only one possible upon which this bill could be defended. This railway was already a local line. Lord Carnarvon's despatch of the 17th November stipulated that two millions a year should be the minimum spent on the Pacific Railway by Canada "from the time at which the surveys are sufficiently completed." The Government, certainly, had given us no intimation of the arrival of that period. The expenditure of these two millions, therefore, could not be begun till the surveys were completed.

HON. MR. SCOT said the two millions on the main land were entirely over and beyond the Island obligation.

HON. MR. DICKEY did not think that view correct. He apprehended we should take this as the whole expenditure talked of in connection with those railway works. He maintained this was not a treaty, as the Chief Commissioner of the British Columbia

Government (Mr. Beaver) stated in the Legislature on 10th March last, on the occasion of Mr. Walkem laying on the table the report of his mission to England, in reply to a member, "Now, if hon. members will read the reports they will find that no arbitration or legislation took place upon them, and that the old terms (with Canada) remain intact." He made use of these words again, "Although the British Columbia Government had preserved the terms intact." That was the view of British Columbians, of what was called here a new treaty. Under these circumstances, he did not see how this Government were justified in putting this heavy expense on the Dominion for what his hon. friend (Mr. Carrall) had truly called a local work. Nor could the principle of allowing Government to make contracts, without submitting them to Parliament, be defended, except a case of necessity was shown. In view of the incompleteness of the surveys, the commencement of the railway could possibly be left over till next year, and, if so, why should not the contracts be submitted to Parliament next Session? That there was no necessity for this bill was quite clear, for construction could not be commenced till after the line was thoroughly surveyed and located.

HON. MR. MACDONALD, of British Columbia, said the remark of the British Columbia Minister, read by the hon. gentleman from Cumberland (Mr. Dickey) with reference to that Province having accepted no new terms, and the old terms with Canada remaining intact, was made for a political purpose; that British Columbia had consented to the recent terms was quite clear; she had placed the whole matter in the hands of Lord Carnarvon for arbitration, as his letter to Lord Dufferin, dated 16th August, showed. Ever since, British Columbia considered herself bound by the terms agreed on with the Government of Canada. The sum mentioned was to be spent within that Province when the surveys were completed, and not before. They might be finished by July or August next, but if this bill should not pass the Government would not have power to carry on the work. Probably not more than \$250,000 could be