

is able to-day to command his millions. There is, however, a strong feeling throughout British Columbia that poor men are not to have the same privileges which they formerly enjoyed. The senior member for Victoria seems well satisfied with the arrangement. But Victoria district does not contribute one foot of land to the Island Railway. The whole land is taken from the Vancouver district and may be described as follows:—Bounded on the south side by a straight line drawn from the head of Saanich Inlet to Muir Creek, on the Straits of Fuca; on the west, by a straight line drawn from Muir Creek, aforesaid, to Crown Mountain; on the north, by a straight line drawn from Crown Mountain to Seymour Narrows; and on the east, by the coast line of Vancouver Island to the point of commencement; and including all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever thereupon, therein, and thereunder. There is excepted out of the tract of land granted by the preceding section all that portion thereof lying to the northward of a line running east and west half-way between the mouth of the Courtney River (Comox district) and Seymour Narrows an amount of land equal to the quantity alienated by Crown grant within the belt. The hon. members from Victoria would have changed their tone very much if the Government had come before the House with a proposition to build a railway from Nanaimo to Alberni, which would have saved 180 miles of navigation, and enabled Canadian commerce, in case of necessity, to have gone right out into the Pacific without passing the American shore. It must be remembered that there are 126 squatters on the railway belt. When some of these poor men took up their land, it was with the distinct understanding that they were to have, not only surface rights, but mineral rights. Believing that if the railway was finally located where it has been, that they would have had secured to them their full rights, an appeal was made to the Local Government, but that Government did not acknowledge any equitable right in their case. I remember seeing the correspondence with Sir Alexander Campbell on the subject, and he referred them to the Chief Commissioner of Lands and Works in the Local Government, but the equity of their claims was not allowed. I think great dissatisfaction will grow out of that fact. Twenty, forty, or 150 dissatisfied settlers will not conduce to the prosperity and harmony of the community, nor yet of the Province in which they live. They feel they have been unjustly dealt with, and that the agricultural portions of their holdings by themselves would scarcely have induced them to have settled there, but it was in the hope that the mining land and agricultural land together would eventually enable them to provide for themselves and their families, which led them to settle there. This hope has been utterly destroyed by the present Resolutions now under consideration. They can have their agricultural land at \$1 an acre, with payments spread over four years, but they are entirely deprived of the minerals. The proposal is so plain and distinct that it is useless to ask the Government to modify the terms of the Resolution, and to the two Governments I will attribute any injustice that may happen to those poor men. Sir, I will not sanction such injustice, I will vote against the Resolutions of the Government.

Mr. BAKER. I desire to offer a word of explanation. The hon. member for New Westminster, in speaking about the dock and dockyard said they were entirely unprotected. The hon. gentleman forgets entirely that we generally have a navy there, and that in these days of modern warfare, a place has not got to be protected by batteries, though even if it had, we have two batteries, thanks to the Minister of Militia; but there are such weapons as torpedoes. I advise the hon. gentleman to make himself acquainted with the nature of the torpedo. As regards the removal of the dry

dock from Esquimalt, I adhere to my statement that it could not be removed without legislation being passed in the Local Legislature.

Amendment (Mr. Reid) negatived.

Main motion agreed to; and Resolutions considered in Committee, and ordered to be reported.

Mr. SHAKESPEARE. I wish to make a correction. The hon. member for Westminster (Mr. Homer) has denied my statement that there were 50,000 acres of coal lands. Now, Sir, I am prepared to prove that 50,000 acres of land where coal has been discovered, has been secured by companies on the west coast of Vancouver Island, and I can prove that in less than one hour, if necessary, in writing. With regard, Sir, to the question of American capital, what I said or what I intended to say, was, that the principal portion of our industries had been encouraged by American capital, and that statement was quite right. With regard to the lumbering interest, to which the hon. gentleman referred, one of the largest lumbering mills in British Columbia was commenced with American capital, two of the owners being American citizens. Another lumbering mill is owned by an American citizen, and has been owned by him from the time it started. Other interests in the Province have also been commenced and carried on partially by American capital. With regard to the failures in coal mines, there have been three companies, to my knowledge, who have undertaken to discover and work coal mines, and have failed in the undertaking, so that the enterprises have not been very profitable after all.

Mr. HOMER. With regard to the coal mines, the impression which was sought to be conveyed was, that they were being worked—

Mr. SHAKESPEARE. No; I did not say that.

Mr. HOMER. I have only to say that none have been worked, except the one I referred to.

Resolutions reported read the second time and concurred in.

Sir CHARLES TUPPER introduced Bill (No. 126) respecting the arrangement with British Columbia.

Bill read the first time.

SUPPLY—THE HIGH COMMISSIONER TO ENGLAND

Sir LEONARD TILLEY moved that the House resolve itself into Committee of Supply.

Mr. MILLS. Before that motion is put, I desire to submit a proposition for the consideration of the House, relating to the appointment of the hon. Minister of Railways, as High Commissioner to England. We all remember, Sir, when the measure was introduced for the consideration of the late Parliament, upon the subject of the appointment of the High Commissioner, was being discussed, the First Minister informed us of the great importance of that office. The right hon. gentleman pointed out to Parliament at that time that the office was one of great consequence, that as Canadians, commercial relations became greatly extended, it was of great consequence to this country to have a representative residing in England, who could speak on behalf of the Government, and speak at once. He said that important negotiations were taking place with a view to establishing more intimate commercial relations with France and Spain, and that it would not be in the interest of this country that the English Government should be called upon to delay the considerations of these important matters until a representative could be sent from Canada; and it was therefore of great consequence that we should have a permanent resident in England, one who would be on the spot, always ready to express the sentiments of the Government and protect the interests of the country. The hon. gentleman pointed out