

the very land and timber wanted for the line, and cinched the contractors.

One need hardly say that one's remarks on reserves, pre-emptions, etc. refer to the lands that will grow something. The writer would not intimate that the reserving of townsites, in reason, is necessarily either unlawful for the Company or injurious to the country.

V.

EXCLUDED.

The task in hand is to deal with the Land Grant, and with the Land Grant alone. Other question relating to the Esquimalt & Nanaimo Railway Company are distinct, and should be kept so.

Thus it may be that the charges on the railway are excessive, and the management obnoxious. It may be that the Company have departed from the strict impartiality of a public company to favour certain undertakings, such as coal mines, as against rival concerns. The writer does not mean to say that it is so, but to point out that such matters concern the Railway Company as such, and are distinct from the management of its lands. Similarly, the writer has been informed by old men and much esteemed, that Her Majesty's representative in Canada, the then Governor General, personally requested the late Mr. Robert Dunsmuir to carry the line through, and that in consequence of that request Mr. Dunsmuir came forward and did it. Should that be clearly proved, as to which the writer expresses no opinion, it would well become the Province, if occasion were, not to allow his family to be the losers on the whole by loyal and worthy conduct; but any consideration of such a subject is a matter of grace, not of right, and should come from political opponents.