

PETITION OF BRITISH COLUMBIA.

8. That, for the purpose of avoiding needless repetition, and of affording Your Majesty the fullest information on this subject, Your Petitioners crave leave to refer Your Majesty to the contents of the above-mentioned Addresses presented to Your Majesty, and to the several documents therein referred to.

9. That, in the Spring of 1830, the work of construction was commenced by the Dominion in the interior of the Province, but not from its seaboard, or between Esquimalt and Nanaimo.

10. That it is believed that arrangements have lately been made between the Dominion and a Syndicate, or Company of capitalists, for the construction of the Canadian Pacific Railway by 1891; which arrangements include about 500 miles of Railway North of Lake Superior, but exclude the section of 70 miles of Railway between Esquimalt and Nanaimo.

11. That, under the Treaty of Union, it was expressly stipulated and agreed that Railway construction should be commenced from the seaboard of the Province; and under the Settlement effected in 1874, it was, as has been shown above, also expressly stipulated and agreed that the section of the Railway between Esquimalt and Nanaimo should be constructed and completed with all practicable dispatch, and that construction of the line North of Lake Superior should be deferred until after the completion of the railway communication between the seaboard of the Province and Lake Superior.

12. That, although the Dominion Government has never questioned the right or claim of the Province to have the Railway commenced from its seaboard, and has moreover acknowledged that the Province is entitled to have the section of the line between Esquimalt and Nanaimo constructed, yet no provision has been made by them for the fulfilment of these portions of their Railway obligations.

13. That, by the Treaty of Union, British Columbia was allowed to retain its own Tariff until the Canadian Pacific Railway should be completed, but believing in the good faith of the Dominion, and being desirous of promoting Confederation in its true sense, the Province surrendered its Tariff in 1872, and adopted the Tariff of the Dominion.

14. That, since the Province adopted this course, the Tariff of the Dominion has been largely increased, to the serious injury of British Columbia, upon whom increased burdens have been thereby placed without any of the compensating advantages which are, in consequence of such increase, enjoyed by the Eastern Provinces of the Dominion.

15. That the time originally agreed upon in the Treaty of Union, for constructing the Canadian Pacific Railway, will expire in July of this year without the terms thereof, as to railway construction, having been even approximately fulfilled, no portion of the Canadian Pacific Railway having up to the present time, been constructed and equipped in the Province.

16. That, under the circumstances herein and in the said Addresses set forth, Your Petitioners humbly pray—

- (a.) That Your Majesty will be graciously pleased to cause the Dominion Government to be moved to carry out their Railway obligations to the Province, by providing for the immediate commencement and active prosecution of railway work on the section of the Canadian Pacific Railway lying between Esquimalt and Nanaimo, and by constructing the portion of line between Port Moody and Yale;
- (b.) That the Province be permitted to regulate and collect its own Tariff of Customs and Excise until through communication by Railway be established through British Territory with the Eastern Provinces;
- (c.) That in any event compensation be awarded by the Dominion to the Province for the losses inflicted upon the latter by reason of the breaches of agreements and delays herein referred to.

And Your Petitioners, as in duty bound, will ever pray.

FREDCK. WILLIAMS,
Speaker of Legislative Assembly.

VICTORIA, BRITISH COLUMBIA, 25th March, 1881.