

on their newly acquired honours, I cannot but express surprise that the important services of another hon. gentleman, the Hon. Mr. Langevin—one of the Fathers of Confederation and a colonial statesman of well approved reputation—should have been passed over in the recommendation for Imperial honours. This could not but be an oversight which ought to be rectified at the earliest moment. I take especial interest in this matter as Mr. Langevin had been closely identified from the start with British Columbia interests, and has been extremely desirous of helping the Province in every way in his power. His report on British Columbia was a recognised authority on all subjects relating to the Province, and had been the means of furnishing important information to the outside world, he was deserving of K. C. M. G., perhaps more so than some of those who got it. I consider an injustice has been done that hon. gentleman; but as I said before, I hope the wrong will be made right before many weeks are over.

MR. DE COSMOS: Before this Address in Reply is adopted, I feel it to be my duty to call the attention of the House to one matter mentioned in the Speech from the Throne. I would not do so if I could reasonably avoid it; but I am naturally expected by my constituents to express their views, with the object of assisting the Government in arriving at such a conclusion as will meet their wishes. The point in this Address that most affects the people of British Columbia is that with respect to the Pacific Railway. I am glad that the Government has at last decided upon a route on the west coast; but the Speech from the Throne and the Reply carry a very singular sentence, as follows:

“We thank His Excellency for informing us that after an exploratory survey of the line from Port Simpson to the Pine River Pass and through the Peace River country, it has been decided to adopt the location of the line to Burrard Inlet.”

Now, one would conclude from that section of a sentence that, as a result of the explorations from Port Simpson and through the Pine River Pass, a decision had been arrived at by this Government to adopt the Burrard Inlet route; but a more careful examination of the sentence does not convey that idea. It would ap-

pear that the line to Burrard Inlet is one adopted without any or full information with respect to the explorations by the parties sent out last year. In other words, so far as I can find facts to support me in drawing a conclusion, delay in the commencement of the railway in British Columbia was the main point to be attained by sending out exploration parties, and that, consequently, the Government has delayed the commencement of the construction of the railway in British Columbia for a year or more. If the Government has, without any information from the exploring parties that would warrant them in making the decision in favor of the Burrard Inlet line, decided upon it, I naturally conclude that it can only be for the purpose of delay that the exploratory parties were sent out. I go further: I find that no reason has been given why this route has been adopted by the Government. It is something like what we read of in Scripture: “There shall be two in the field; the one shall be taken and the other left;” and, I may add, no reason given. There were two routes in the field or before the country, and one has been adopted and the other not, and no reason given for its adoption. I presume that, hereafter, when the question comes up specially, we may get some information as to the why and the wherefore of this selection. We have the route selected, but I am not aware that we have any guarantee, judging from the past, that any more work will be done upon it than the completion of the contract between Emory’s Bar and Savona’s Ferry. We are told further on in this Address that it will secure a connection by steam to the capital of British Columbia. I would much prefer, if I could state that the district of Kamloops, in the language of the Speech from the Throne, is a “fertile district;” that it is an extensive fertile district; but, so far as my knowledge and judgment goes, the words, “the fertile district of Kamloops” convey a false impression to the House and country. The total number of farmers and stock-raisers in the Kamloops electoral district, as evidenced by the voters’ list, is only about 69; the total voters’ list is only about 126. The contiguous districts may be included under the head of this district; but, if they are, it would make this district