

Government have arrived at a decision, and I am prepared to support the Government in their decision to build that section of the road. I believe, however, that the Pine Pass route will yet prove to be the great through route. I believe that after this section is built it will enable the whole of British Columbia to be opened up, by connecting the Pine Pass route through British Columbia with the Yale—Kamloop section, via Fort George, Quesnelle, Clinton and Cache Creek. To benefit the Western Province, the railway ought to start at Cache Creek, and go on to Fort George; that would be the means of opening up the entire interior of the Province of Columbia. My hon. friend from Yale, also stated, on the occasion to which I have previously alluded, that there were not twelve persons in my constituency who were opposed to the Frazer route. Allow me to state, that that was an incorrect statement. He also stated that, in an eloquent speech, I spoke in favour of that section. At that time we had no terms of Union with Canada. We were not even within the Confederation, and the question of a railway across the continent, was an unsettled one. The question was put to our Legislative Council, of which I was a member, and of which my hon. friend was a member at that time. The statement was made that we might get a trans-continental railway, if Canada accepted our terms. I said then, that if we were going to have a railway, it would be better to put in a positive provision, that it shall be constructed between Yale and Savona's Ferry. I believe that this route will be valuable to this country, and I believe that the territory south of Kamloops, which is nearly five times as large as the Province of Prince Edward Island, and that in the districts to the north and south of Kamloops, some very fine country, can be opened up. As far as Kamloops is concerned, I do not believe very much traffic can be obtained. My hon. friend opposite, does not want anything to be built in the way of a railway in British Columbia, until the settler has reached the Rocky Mountain Range. I think the hon. gentleman is labouring under a very great mistake indeed. He has to know that there is only one great commercial mart on the Pacific coast, and that that great commercial mart is San Francisco; that it has formed commercial relations with every people, on

the west coast of America, the east coast of Asia, the Indian Archipelago, down through Australia and New Zealand. Now, I take it, if we wish as a Canadian people, if we wish to establish a foreign policy, if we wish to find a market for our surplus products, we ought to have railway communication with the shores of the Pacific, in order that we might distribute our surplus goods among the markets of the Pacific Ocean. The hon. member for West Durham wants delay. That is a great mistake; for the sooner we are enabled to move our manufactures across the continent, and enter into commercial rivalry around the shores of the Pacific Ocean with our neighbour to the south, the sooner we will be enabled to occupy a similar commanding commercial position to the provinces on the Atlantic. Allow me to call the attention of the House to the trade of the port of San Francisco. The total imports of merchandise during 1879, in San Francisco, amounted to \$34,124,417. The total exports, \$36,564,328. I find that the domestic exports from the State of California amounted to \$29,000,000. Now the total value of the imports of Canada in 1878-79 was \$31,964,427; and total value of exports, \$71,491,255. By comparison, it will be seen, that San Francisco, a city only thirty years old, imports and exports nearly half as much, exclusive of coin and bullion, as the Dominion of Canada. Now there is no good reason why this state of things should exist, if we are true to ourselves, and develop by railway the Great West. A few years ago, I employed an engineer to make a measurement of our territory from the 110th meridian, west, to the eastern boundary of British Columbia, and between the 49th and 60th parallels of north latitude. The result showed that there are 257,000 square miles of territory east of the Provincial boundary that must find its market through a port in British Columbia. That added to the 330,000 square miles of British Columbia gives us a territory of 587,000 square miles, which must also find its chief markets on the coast of the Pacific. The United States, west of the 110th meridian and between the Canadian boundary and the Republic of Mexico, have 800,000 square miles of territory, and we have just as good a country as they have. The agricultural products of

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