

it. If it was an agreement with the people of British Columbia the Government had no right to make it without inserting a clause as had always been done before in such agreements, declaring that it should not be binding on the people of Canada unless approved of by their representatives.

Mr. DECOSMOS said this Bill included the same principle as that of the Pacific Railway Act passed last session, namely, that the Government might either construct the road by private enterprise or as a Government work. He was one of those who held that all the railroads within the Dominion should be constructed, owned and operated by the Government, because the people had to provide the funds by one means or another. It would do away with the large corruption funds for influencing Local Legislatures, Municipalities and Dominion Parliaments. The Government by adopting this principle were running counter to the experience of the people of the United States, who had found that railroad corporations were springs of corruption. If the Government consented to the construction of the Vancouver Island section by private enterprise, they could not prevent the use of Asiatic labor. The company would employ Chinese, who would move through the land like locusts, and when the road was completed would leave the country. If the Government, in the interests of the Dominion at large, would undertake the construction of the road themselves, they would employ white men, who would be likely to settle in the Province after the road was built. He objected to section six of this Bill because no time was fixed for the completion of the road. Supposing a company should get the contract for constructing, owning and operating this road at \$10,000 per mile, and a subsidy of 20,000 acres per mile, and a guarantee of interest on their expenditure for a certain number of years, they would sell their bonds at 60 or 70, and instead of the road being built for \$30,000 per mile, it would be found in the end that it would cost, through the manipulations of the country and through water and stock, \$50,000 or \$60,000 per mile. There was another point to which he wished to draw the attention of the First Minister, because it appeared to have been overlooked by him. Section ten

stated that there should be twenty miles of land granted on each side of this road. That was a physical impossibility, because the line from Esquimaux to Nainimo would have to pass within sight of the shore almost the whole distance. The expression therefore in section ten was nothing better than nonsense. So far as the land was concerned, he believed the Government of British Columbia would be perfectly willing to grant forty miles of land; but he had his doubts as to their taking the view of the First Minister and the member for South Bruce, that this line was not a part of the Pacific Railway. If it was not a part then the Government had no right to ask for the same portion of land along the line as in the North-West Territory. Probably the member for South Bruce, who had acted the part of special pleader in this matter, would explain how, if the Government accepted the award of Lord CARNARVON, they had the audacity to come down and ask for twenty miles of land on each side of this line, if it was true that this line was to be built as a compensation to British Columbia. But the hon. member for South Bruce had evidently dictated to the Government the policy they should pursue in this matter, and having done so he was bound to rule them in this as in other matters. The member for South Bruce had spoken of British Columbia getting a large consideration for relaxation of the terms. On a former occasion he had challenged the hon. gentleman to show a single word in the correspondence of British Columbia, or in the utterances of Lord CARNARVON that would indicate that this road was to be built as an act of compensation to British Columbia on account of the non-fulfilment of the terms of Union. He repeated that challenge now, because he did not wish the people of Canada to be deceived by an erroneous statement that could not be supported by evidence. However, in this matter, like the commander of a powerful force, believed they could demand a surrender. For his part, he was not prepared to offer any factious opposition to the carrying out of the award of Lord CARNARVON, but he would continue to denounce what he regarded as an erroneous statement calculated to create a misconception of the real state of things between the Province of British Columbia and the Dominion.