

undertaken before next year, the contracts would be submitted to the House.

HON. MR. AIKINS gave his explanation of the causes of the trouble with British Columbia, namely, the failure to carry out the bargain made at the Union, and the undertakings of the Government's own bill of last year. If they had only acted in accordance with that statute, the British Columbians would have been satisfied. By the provisions of the present bill, not only was the Canadian Pacific to be built, but, in order to allay the discontent in British Columbia, in consequence of the Government not implementing their bargain with it, they now proposed to build sixty-five miles of railway on that Island. If this formed any part of the Canadian Pacific Railroad, he, for one, would not object to the bill, but it was not so understood. If it did, there would be no necessity for Government to submit this bill. The Government undertakings already were very large; the Georgian Bay branch was to cost \$2,300,000 in cash; then we had to spend two to two-and-a-half millions a year on the Pacific Railway proper, and, in addition to all this, sixty-five miles on Vancouver Island had to be constructed almost immediately. This local work would cost another two-and-a-half millions, which was a large price to pay for a relaxation of the terms of Union. He was prepared to implement this arrangement with British Columbia, under the circumstances. Government had no right to assume an obligation of this kind and pledge the faith of the country to the measure. He presumed British Columbia did not expect this undertaking would be carried out, unless sanctioned by Parliament. He moved in amendment that the bill be read a second time this day six months.

HON. MR. CARRALL said, as one of the negotiators of the first treaty with Canada, he understood it to mean that the Dominion should commence the survey, locate the line, and construct the Pacific Railway as soon as was compatible with its resources, but in order that the clause should not be too vague, we put in a term of years. If the clause meant anything, it was that

Canada should be made the portage between the Occident and the Orient—it devised a great scheme, too big for the present Government to swallow. Our ideas were not the objects of British Columbia only, but those of the whole Empire. They were large ideas, and the true spirit of that engagement being respected, there never would have been any reason for a cry of relaxation of the terms. The Government had treated British Columbia very curtly, if not discourteously, in recalling Mr. Edgar the moment his authority to treat was asked for, their conduct showing a lack of sincerity. The result, or, as the miners would say, the "wash-up" of the whole was a new treaty between Lord Carnarvon, Walkem, and Mackenzie, which was acceptable to our people. The speaker went on to say that, although as a British Columbian he was compelled to accept and work for this bill, yet he regarded as absurd and almost approaching criminality, 300 gentlemen sitting in Parliament and frittering away on branch roads, to connect rivers frozen six months of the year, with Canada, on portages, etc., the means of the country. Could the Georgian Bay Railway ever compete with the existing lines? The blame of these expensive works had been thrown on British Columbia, which had been treated as too troublesome and expensive a legacy—as if she alone needed this railway, and not Canada also. While members opposed the Trans-Continental as too expensive, they voted for three branch railways not portions of the main line. This conduct was not logical; their reasoning was not clear and conclusive. Though a railroad to Nipissing might give us ice in summer from frozen northern rivers and lakes was possible, but that it would make a nation he could not see. (Laughter.) Having entered his protest emphatically and solemnly against the railway policy of the present Government, which he was sure would recoil on their heads, he would say that British Columbians had accepted the last convention in the full conviction that the powers that be had not the inclination or intention to construct the Trans-Continental Railway, seeming to say to themselves, if there