

\$32,000,000, putting it at the very lowest estimate—the lands, mines, timber and all. The hon. gentleman, the member for Victoria, is entirely mistaken in his calculation. As I said before, when I introduced this subject first, the Government should hesitate before they give away all this valuable property, as they will find in five or ten years that the Local Government will have to come back to them for assistance, instead of being able to open up the various resources of the country.

Mr. SHAKESPEARE. I think I am entitled to a reply.

Mr. SPEAKER. No; not without the consent of the House.

Amendment (Mr. Homer), negatived on a division.

Mr. REID moved, that all the words after "That" be struck out, and the following inserted:—

In the opinion of this House the proper course to take in the proposed settlement with British Columbia is to pay over to the Government of that Province the sum of \$750,000 as proposed by the Resolution, and to leave the Government of the Province to deal with the construction of the Island Railway.

Mr. GORDON. I am sorry to have to trouble the House again for a few minutes, with regard to the value of coal and its present development. I certainly understood from the hon. Minister of Railways that coal was being shipped from the west coast of Vancouver Island. I think that he must have been misinformed on that point. I am satisfied that no coal has yet been shipped from Quatsino Sound, and that is the only point in which prospecting is going on at present, and it has been carried on for several years. As far back as twenty-seven years ago, they were prospecting for coal at Quatsino Sound, and having followed it for a number of years, finally abandoned it. A year and a-half ago an American company came in and have been prospecting ever since, but up to the latest account that I had from that locality, they had not discovered sufficient to enable them to float their stock on the money market. Now, with regard to the 50,000 acres applied for, it only goes to prove the value of the belt that has been closed up from application for ten or twelve years. Those who are applying for these lands outside the belt hope that coal may be discovered beyond the limits of the country which the geologists have explored. But, judging from the early prospecting done by the Hudson Bay Company, it is not at all probable that north of the 50th parallel, on Vancouver Island, coal measures will be met with yielding coal in such paying quantities as has been found within the railway belt now being ceded to this Company. The Hudson Bay Company, twenty or thirty years ago, prospected very extensively at Fort Rupert. They finally abandoned their operations there and removed to Nanaimo, and had been carrying on coal mining up to the time they transferred their interests to the Vancouver Coal Company. Reference has also been made to the failure of coal mining in the Harwood Mine. Now, on this point, I can speak with some knowledge. The Harwood Coal Mine was opened by a gentleman named Buckley, who had very limited means, who began with building an aerial tramway, which did not prove successful, and he became financially embarrassed. Since then the Harwood Mine has not been worked, but I defy any one here to say that it does not contain productive coal measures. An opening of a temporary character was made, and they followed the crop out of the coal for a considerable distance into the mine. I know this, because I have travelled through the mine again and again. Mr. Buckley's experience is no proof whatever that coal mining is not profitable in that section. I have also heard it stated that prospecting had been carried on at Comox, and that the result was not sufficient to justify any one in believing that coal existed. Now, any one who is familiar with the geological map furnished by the Department, and who has a knowledge

Mr. HOMER.

of the country in that section, would never expect to find coal within 900 feet of the surface where they bored. They bored 600 feet, but as the tenure of their land was uncertain, and they failed to get a renewal of the privileges they had from the farmers, they abandoned the enterprise. In the district north of Comox, prospecting has been carried on at different points and the result was such, that upon my own, advice it was kept from the public, because I felt sure that other parties with more capital would get the advantage of the hard labour of these men. There is another point to which I have not alluded, and that is the large quantities of iron ore existing in that region. Only this last summer a gentleman was prospecting nearly the whole season in the northern part of the Comox district, and he assures me that he found in close proximity hematite and magnetic iron ore, and coal at a short distance from the coast. He also found marble in that neighbourhood, and in that northern section he found timber as fine as any on the coast of British Columbia, timber which cannot be excelled in any other part of the Dominion. I would scarcely like to venture on an estimation of the value of the timber within this belt. It certainly surpasses the best timber on any other part of Vancouver Island. It might be roughly estimated to be worth at least \$2,000,000. But with regard to the coal, iron and marble, and all these natural products, we are not to estimate their present value alone, in discussing this question. I disagree with my hon. friends from Victoria in the opinion that because the Legislature of British Columbia sees fit to part with these public lands—doubtless in the best interests of the Province, as they think—it is our duty here to sanction everything that is done in that and every other Local Legislature in the Dominion of Canada. We may find it our duty to disagree with the legislation of some of the Provincial Legislatures during the term that we are sitting here.

Mr. BAKER. I did not say every Province.

Mr. GORDON. If it applies to one it applies to all the Provinces, and if it is understood that the Local Legislatures and the Dominion Government must work in accord, we may find ourselves obliged to sanction everything that is done in all the Provinces. I disagree with the proposition. I am here to judge of the case on its merits. I do not intend to go back even to the long correspondence with respect to the non-fulfilment of the Terms of Union. A great amount of friction, no doubt, did exist from that cause, but as the completion of the railway approached, that feeling began to die away. The people saw that the present Government were determined to build the Canadian Pacific Railway, and I am glad we have had experience this Session to prove that they are resolved to build it, and deducting the five years from the fifteen which were occupied by hon. gentlemen opposite, it will now be completed by the present Government within the time originally agreed upon, namely, ten years. I know, as the causes of the friction are passing away, and as the feeling of disquietude throughout the Province that arose out of the non-fulfilment of the Terms is dying out, I think there was no occasion, in order to revive that feeling, to introduce Resolutions of this character and give away those valuable resources which should be of permanent value to the Province and the Dominion in the future. I am sorry I have little hope of seeing the Government modify the position they have taken; I wish I could have induced them to do so. I know they will feel annoyed that I have thus declared my sentiments, which are my true and honest opinions, and which are, I believe, in the best interests of Canada and British Columbia; I can only hope that the bright anticipations of the Minister of Railways in regard to the Province may be more than realized. I know that one of those connected with the Company is a persevering gentleman who has made coal mining in British Columbia what it is to-day; and he did not start with a large capital, but as a poor man, and yet he