

Mr. SHAKESPEARE. Sir, outside of this belt, there are vast beds of coal on Vancouver Island. At Potsina, on the west coast of Vancouver Island, there is at the present an organized company engaged in developing a coal mine there. Also on Queen Charlotte Island we have large seams of anthracite coal, and on Graham Island, there are at least 400,000 acres of the best kind of land fit for settlement, beneath which it is known that an immense coal field exists. On the west coast, in addition to the region I have referred to, there are applications in the land office in Victoria for over 50,000 acres of coal lands, so that to say we are giving all our coal lands to one company is to say that which is not correct. We have large quantities of it there, and I am sorry to see hon. members from that Province rising here in their seats and intimating that the only coal we have is contained within this narrow strip of land. We have large seams on the Island, and we have plenty of it also on the Mainland. Thence we have no cause to fear that we shall ever be in want of coal. In addition to this, one of the greatest advantages we could have for the development of our resources there, is to have American capitalists come in and put their money into enterprises of this nature—especially the men who are associated with Mr. Dunsmuir, who are the largest consumers of coal on the Pacific Coast. Why, Sir, they require themselves, every month, at least 32,000 tons of coal. Now, these gentlemen have to get coal somewhere, and there is no coal on the Pacific coast as good as the coal which we have on Vancouver Island. The coal which we are shipping to San Francisco is bringing \$2 a ton more than any other coal brought to that market, either from any portion of the United States, from England, or from Australia; and apart altogether from steamboat purposes, the people of San Francisco would prefer to give \$5 a ton more for Wellington coal for household purposes, if they could get it, than for coal which comes from any portion of the United States. Therefore, I say that these gentlemen associated with Mr. Dunsmuir are not at all likely to purchase their coal from any other Companies so long as they have a vast coal field of their own. The result, Mr. Speaker, of this Company getting control of this coal land, would be that they would open up their mines so as to supply the large demand of their own. Why, Sir, the quantity which they require for themselves is sufficient to warrant them in opening up at least three other mines, in order to supply their wants, to say nothing of the local demand. I think, therefore, it is of a very great advantage for us to have foreign capital come in there, much more so than if a Company was formed of men residing in British Columbia altogether, because these foreign capitalists have interests outside of the Province which they make tributary to the development of our Province. Now, Sir, with regard to the character of Mr. Huntington—I contend that we have nothing at all to do with that question. It matters naught to me whether Mr. Huntington's character is good or not; all I want, as a British Columbian, is to get men to come forward who will put down a sufficient guarantee for the building of that road—no matter whether it is Mr. Huntington or another man, an American or a Britisher. Hence, I think it is no part of my business to throw any slur, or any insinuation, upon any gentleman outside this House. The Government at the present time have numerous applications for prospecting for coal above Nanaimo, outside of the belt which is to be given to this Company. It is well known that coal exists beyond the belt as far as Seymour Narrows, in large quantities. That is the report, and hence the applications which are filed at the present time, and applications were coming in up to the time the Premier left the Province, which is proof—I care not what books may say to the contrary—that the people are satisfied, from their own observations and discoveries, that coal does exist in that part of the country. The settlement of this question not only will develop our coal industry, but by bringing in

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foreign capital, it will be the means of encouraging other industries. It will bring a large immigration—(Mr. Gordon: Yes, of Chinese)—to our Province; it will open our agricultural lands, which up to the present time have been locked up, and also our mountains. I am happy to say that we have mountains in that wealth in some of them than the whole agricultural land in one of the old Provinces. By bringing in this foreign capital, and building the railway, which will necessitate branch lines, we shall have a chance to develop our resources—not only our coal, but our gold and our silver, and our forests, which are enormous; and we shall be given an opportunity of bringing those products to market Province, and we would not part with some of them for thousands of acres of Ontario farming land. We have more at a cheaper rate than it is possible to do at the present time. The fact is, that for want of roads, British Columbia is undeveloped, and with the Canadian Pacific Railway and the Island Railway, I am satisfied there is a bright future for the Province. There will be employment for thousands of men. I expect, within five years from the time the Canadian Pacific Railway is finished, to see blast furnaces and rolling mills established. Under these circumstances, it is not my business, as a resident of that Province, to interfere with, or put a stumbling block in the way of any project which has for its object the development of the resources of that Province. I am in favour of this measure. The people are in favour of it; I am one of their representatives; I am here to-day representing a portion of that Province, and in voting in favour of this measure, I am carrying out the wishes of my constituents.

Mr. HESSON. Permit me, Mr. Speaker, to read a telegram which has been sent to me from Victoria, B.C. It is as follows:—

“VICTORIA, B.C., 15th.

“S. R. HESSON, M.P.:

“Support Settlement Bill. Nine-tenths of people here in favour.
(Signed) “JAMES ORR.”

That gentleman left my own town twenty-seven years ago, and I think he speaks as representing the people of that Province. He is a very intimate friend of mine, and is an intelligent and clever man. I think it is proper to lay this telegram on the Table of the House.

Mr. BLAKE. Mr. Speaker, it is not my intention to vote for the motion in amendment made by the hon. member for New Westminster (Mr. Homer), though I think some of the observations of the mover require some little attention at our hands, and I dare say they will receive consideration in some further observations from the Minister of Railways. I do not intend to vote for that motion, because I can see that, unless there is the very clearest case, it would be a very unfortunate business to postpone, certainly for a year, and perhaps indefinitely, a settlement, which so far as the interests of British Columbia are concerned, must, I think, be deemed to be satisfactory to the people of that Province. I have always taken the view that, in disputes between the Dominion Government and any of the Provincial Governments, the proper exponents of the views of the Province were the Provincial authorities. I do not believe that the mission of members of Parliament is to settle disputes between the Provinces and the Dominion. We are here, from particular Provinces, it is true, but to act in the interests of the whole country, and it is in that sense we speak, and in negotiations respecting differences, I am always prepared to accept—more particularly when the decision is arrived at by such a preponderating majority as in this case—the decision of the Provincial Legislature as conclusive as to what the wishes of the Province are in that particular. But, consistent with that rule of decision, there are one or two points which have been suggested by the observations made from the