

nor-General last year was sent either with or without the consent of his Ministers. Now, there was a point in that connection that might be discussed. It was not his wish, however, to deal with it at the present moment. All he asked for under the first head was that all the despatches between the Imperial, Dominion and Provincial (British Columbia) Governments should be at a very early day placed before the House, in order that the House might intelligently discuss the question of the Canadian Pacific Railway. The next point would occupy a little more of the time of the House, and, in order that he might place it intelligently before the House, he craved its indulgence. He asked, in this regard, for a copy of all the correspondence that had taken place, in 1877 and 1878 between the said Governments, respecting the Graving-dock at Esquimalt. Some correspondence on this subject could be found in the Sessional Papers of this House, and some in the Sessional Papers of the Province of British Columbia. He would state the case briefly, from the commencement. The Government of the Dominion, led by the right hon. gentleman who now led the Opposition, agreed with British Columbia to aid it in the construction of this dock. The hon. gentleman who led the Government of to-day, also confirmed that agreement. The aid was to be given as a bonus by both Governments. The members of the late Government had agreed that it was to be a bonus; and the hon. the leader of the present Government said he would strictly carry out what the late Government had agreed to perform; but, in that respect he (Mr. Mackenzie) had not done so. As he (Mr. DeCosmos) understood it, and as the Province of British Columbia understood it, the hon. the leader of the present Government had violated a plain and distinct bargain. He made this brief statement at present with the view of preparing the House for what he intended to lay before it, and then hon. members would be able to see how this question stood. The first point to which he would draw the attention of the House was that, in the 1873 Session of the Legislature of British Columbia, he moved the following resolutions:—

“Resolved—That Article 12 of the Terms of Union between this Province and the Dominion of Canada provides for the construction of a first-class Graving Dock, in the following words: ‘The Dominion Government shall guarantee the interest for ten years, from the date of the completion of the works, at the rate of five per centum per annum of such sum, not exceeding £100,000 sterling, as may be required for the construction of a first-class Graving Dock at Esquimalt.’

“That the Terms above specified were adopted in the full belief that the proposed guarantee would be sufficient to secure the construction of the dock by private enterprise.

“That although tenders have been publicly invited in England, Canada, and the United States, yet none have been received since the close of last Session of the Legislature.

“That only one tender had been received previous to the close of last Session, and that the Legislature refused to accept.

“That, from trustworthy information, it is certain that the guarantee for the construction of the Graving Dock is not sufficient to induce private enterprise to engage in the undertaking.

“That it is highly desirable, from a naval and mercantile point of view, that the Graving Dock should be constructed without delay.

“That Article 9 of the Terms of Union states—‘That the influence of the Dominion Government will be used to secure the continued maintenance of the naval station at Esquimalt.’

“That the construction of the dock would be a powerful inducement to Her Majesty’s Government to continue Esquimalt as a naval station; and that the continuance of Her Majesty’s ships in the waters of British Columbia would contribute most materially to preserve peace between the white population and Indians, and by that means save to the Dominion Government large sums that might otherwise be expended in suppressing Indian outbreaks.

“That the Graving Dock partakes more of a National and Federal than of a Provincial character. This is especially the case in view of the necessity of a first-class dock for the repair of Her Majesty’s ships in the North Pacific, and also in view of the early construction of the Canadian Pacific Railway, and the consequent development of an extensive trade carried on in steamships and sailing vessels of the largest class, between China, Japan and Australasia on the one side, and British Columbia on the other.

“That, as the true intent and spirit of Section 12 of the Terms of Union was to secure beyond a doubt the construction of the dock, and as the guarantee in Section 12 is insufficient, this House respectfully recommends His Excellency the Lieutenant-Governor to secure its construction without delay, on one of the following conditions:—

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