

valuable coal lands—I do not wish to undervalue the coal lands, but it remains to be seen whether they will really turn out to be as valuable as those which are now being worked at the East and West Wellington collieries and the Nanaimo collieries. Of course, in estimating the value of coal, we have to take into consideration quality as well as quantity, and also facilities for working, &c. Now, several mines have been opened, but only those previously mentioned, the Wellington and Nanaimo collieries, have proved successful, so that notwithstanding the figures I have just given as to the value of these coal lands, and the apparent high price that the Railway Company building that section are going to get, it may, after all, prove very fallacious. With regard to the position of hon. members from British Columbia in this House, I wish to state a few words. I have previously said this matter has received the sanction of the Local House by two to one majority, and I think there is very little option for any hon. member for British Columbia but to accept the situation. As far as British Columbia is concerned, relying implicitly, as we have done in other matters (when we have been voting millions) on the Government of the day, inasmuch as it is a Government measure, and a measure which is to the advantage of our Province, particularly that section which has been debarred from the enjoyment of those advantages possessed by other sections of the Dominion, I think, after considering it “all in all,” in the interest of British Columbia, we should not only vote for this measure, but speak in favour of it.

Mr. READ. I was under the impression that British Columbia had a claim against the Dominion Government for compensation, but looking over these Resolutions, it seems to me that the Dominion have a claim against British Columbia, or rather that those Resolutions would have the tendency to show that we are paying, in place of the Dominion Government granting us any compensation whatever. In fact, it is the other way. The compensation is coming from British Columbia to the Dominion. We cede 2,500,000 acres of land in the Peace River district, which are very valuable lands, as valuable as any in the North-West or in British Columbia. We cede this to the Dominion, and we also cede all the lands on the Island to the Dominion, for the purpose of building this railroad, and all we get specially is \$750,000. It has been said that the Local House have passed these Resolutions by a large majority. That is very true, but I cannot see why this Government have not dealt directly with the Provincial Government in this matter, and offered this \$750,000 to the Government, as they have all along strenuously opposed having any responsibility for building the Island Railway at all; and I contend that if this \$750,000 had been offered to the Provincial Government and that had been brought before the House there, a different vote altogether would have been taken on this matter to what has been. If they had had that amount of money to expend on works that are needed throughout the country, they would have voted altogether in a different way. Certainly they would not have locked up their valuable mining lands in the manner which is likely to be done now. I do not think that I need expatiate much on this question, as those who have spoken before have said about all that is necessary to be said in regard to it. At the same time, I object to these Resolutions, for one reason, because my district is paying for it all. Therefore, I shall be obliged to vote against these Resolutions.

Mr. HOMER. If I am in order, I would like to reply to one or two remarks that have been made.

Sir JOHN A. MACDONALD. My hon. friend is not strictly in order, but I dare say the House will allow him to do so.

Mr. HOMER. I desire to refer to the remarks of the member for Victoria (Mr. Shakespeare). He speaks of other

coal lands besides those that are included in this belt. It is a well-known fact that all the mines on Vancouver Island, outside of this belt, contain coal which is supposed to be of a very inferior quality. It is in very detached pieces, and the mines, up to this time, have not shipped one ton of coal. But the hon. gentleman intended to convey the impression to this House that there were other productive mines besides those which are included in this belt granted to the railway. That is not so. That is the only coal which is productive at the present time. Then he says those mines would have been opened long ago if British Columbia had any enterprise, and that the only enterprise in British Columbia is due to the Americans resident in that Province. I deny that *in toto*. So far as the Americans are concerned, I give them credit for all that is due to them. They are undoubtedly an enterprising people; but, when he says that all the enterprise in British Columbia is due to the Americans residing there, he makes a very serious mistake. Take the tanneries which are established in British Columbia at the present time. There are seventeen, and only two conducted by Americans. There are three coal mines there, all worked by Englishmen. Then you take the lumbering interests there, which does the foreign trade in lumber. That is conducted by English capital and English houses. Then, when he speaks of the lack of enterprise of the people, in a country containing a population of 25,000 whites, and a population of Indians and Chinese bringing the total up to something like 60,000, let me point out that we exported last year \$4,000,000 worth of the produce of that country, and contributed to the revenue of the Dominion, within a fraction of \$1,000,000, more than one-half of that from the whole Province of Nova Scotia. Does that show that there is no enterprise in the Province of British Columbia? I say it shows more enterprise in proportion to the population than any Province in the Union. So I think the best thing the hon. gentleman can do is to apologize for that statement. The senior member for Victoria (Mr. Baker), has stated that this dry dock cannot be moved because it is included in the Terms of Union. What are we doing to-night with the Terms of Union? Are we not changing the whole thing?

Mr. BAKER (Victoria). No.

Mr. HOMER. Cannot we change the dry dock as well as anything else? We are handing it over to the Dominion Government; that is breaking the Terms of Union; and, if we go back to the Terms of Union, they have been broken long ago, they have not been fulfilled in any one point by the Dominion Government; but, I believe, that they intend to do the best they can with regard to that now. Another statement the hon. member for Victoria has made, is that the dry dock is in the rear of the dockyard. The dockyard and the dry dock are both on the same strip of land; the dockyard lies west of the dry dock, and there is nothing but this narrow strip of land lying between the dry dock and the Straits of Fuca, and there is nothing to prevent a foreign ship from taking up a position half a mile from that dock, and destroying it at any time. The Minister of Railways says we are not dependent upon the mines in this belt of land, because there are many mines in the Bow River district. That is very true, and I believe there are many between the Bow River and the Kamloops district, but they are hundreds of miles from the sea coast, and the coal cannot be transported as the coal can from those which are included in the belt on Vancouver Island, where a ship can lie alongside the mine at any point and take the coal on board. With regard to the value of this coal, as the hon. member for Vancouver (Mr. Gordon) stated some time ago, they gave away nine-tenths, reducing it to one-tenth, which makes the value of those mines \$32,000,000. That is at 5 cents a ton only. Take the whole belt at 5 cents a ton, and you have \$320,000,000. We gave away nine-tenths, so there remains one-tenth, or