

has always struck me that if there has been a spoiled child in this Dominion, it is British Columbia. The Dominion have spent enormous sums of money, and strained the resources of the country to the utmost for the purpose of establishing communication with the 20,000 white people who live in that fortunate province. The hon. Minister went out there; and I have taken the pains to read over his clear and comprehensible report of what he has done; and I find that the Dominion Government have undertaken to pay the sum of \$750,000 towards the construction of the Island Railway, and have agreed to pay a further sum for the Dry Dock which will probably bring the whole amount that the Dominion Government have undertaken to expend on behalf of Vancouver Island up to one and a quarter millions of dollars; the only thing that the Dominion seems to get in return being an acquittance for the claims of British Columbia up to date. I am sure if the British Columbians manifest as great ingenuity in the future in making claims on the Dominion Government as they have in the past it will be necessary to make a similar settlement in a few years more.

HON. SIR ALEX. CAMPBELL.—We get the dry dock as an asset.

HON. MR. POWER—That dry dock is not a very valuable asset. I think it is only right to say a few words as to the claim of another island than Vancouver. The hon. gentleman who now occupies the Chair of this House has on former occasions spoken of the island of Cape Breton. He is not perhaps now in a position to do so, and I shall try to say a few words on that question. I have not the eloquence and ability, or the energy that he has; but I wish to say a few words in relation to the claims of that island. The white population of British Columbia is about 20,000; the population of Vancouver Island is about 12,000. The population of Cape Breton is 84,000. The island of Cape Breton was settled long before Vancouver Island was discovered. The 84,000 people of Cape Breton have been paying largely into the Dominion Treasury for the last sixteen years, and there has not been expended by the Department of

Railways and Canals in that island up to the present time any sum beyond some \$300,000 spent on the St. Peter's Canal, while the amount expended in British Columbia is counted by millions. Now, the island of Cape Breton is quite as wealthy in mineral and in agricultural resources, and in fisheries, as the island of Vancouver, or any portion of British Columbia; and I cannot understand why so great a difference should exist between the treatment of the east and that of the west. It may be because the claims of Cape Breton have not been put before the Government in the same pertinacious and vigorous manner in the other Chamber that has been used in pushing forward the claims of British Columbia. I propose, a little later on, to show a way in which I think, at the present time, the Government have it in their power to assist the just claims of that section of the country. The people of Cape Breton are more reasonable in their demands and expectations than the people of British Columbia, probably because they have been so badly treated in the past. The Government will not have to spend a great many millions there to make them satisfied.

The 9th paragraph speaks of the progress of the Indians in Manitoba. I am glad to hear that they are progressing, and I only hope that the annual expenditure in connection with the Indian Department will not continue to make the same rapid progress that it has during the last few years.

As to the Franchise Bill, the hon. gentleman from Ottawa has said sufficient to make it unnecessary for me to add anything on that subject. I shall only repeat that we have had no evidence of dissatisfaction with the present system, and the consequence is that the present bill is unnecessary; it will lead to much confusion, and will involve a very considerable additional expense.

I presume that, the Factory Bill having been placed in a prominent position in the Speech, the Government propose this session to pass it, and I sincerely hope that that may be the case.

The 11th paragraph has been dealt with already, the one which speaks of the rapid progress of the Pacific Railway, and of the probable measures that will be taken to secure its early completion; but I think