

friend from New Westminster (Mr. Homer), in regard to the Graving Dock, I have no doubt that if it was decided by the Government to remove the Graving Dock from Esquimalt, which is on Vancouver Island, to the Mainland, my hon. friend would support the balance of the Bill. That has been the great difficulty with the Province of British Columbia, and with its representatives coming to this Parliament. In almost every instance, when any large question has come before this Parliament, if it has been on the Island, the Mainland has opposed it; if it has been on the Mainland the Island has opposed it; and hence I sincerely trust that hon. members of this House will not take notice of any remarks from any member coming from British Columbia, with regard to matters of this kind, but will simply weigh the question upon its own merits. He also spoke in reference to the terminus of the Canadian Pacific Railway as being "the terminus." Well, I readily admit that at the present time it is known as the terminus, but the general opinion is that it will not eventually be the terminus of the Canadian Pacific Railway; and I feel certain that, when the Manager of that great work pays a visit to Port Moody and sees the location, he will really come to the conclusion that it is not the place for the terminus of the Canadian Pacific Railway. Now, with regard to this measure, it is well understood by hon. members of this House that between the Provincial Government and the Dominion Government there have been differences. The contract, as we are aware, was entered into by the Provincial and the Dominion Governments. On the part of the Provincial Government, their obligations were carried out to the letter, but not so on the part of the Dominion Government, and hence these differences have existed, and, as time has passed along, they have increased. A change of Government took place in the Province of British Columbia a year ago. The new Government, immediately after assuming power, took steps to have these difficulties, as far as possible, rectified. The result of that is this Settlement Bill which is before this Parliament to-day. All I can say is, that it is not for me, as a solitary individual, to oppose this Bill simply from a personal standpoint. However much I may be opposed to it, I am here as the representative of the people, and I am prepared to state that nine-tenths of the people of British Columbia are in favour of this proposition.

Mr. HOMER. Not a third of them.

Mr. SHAKESPEARE. The district I represent in this Parliament is represented in the Local Parliament by eight members. Six out of the eight voted in the Local Parliament for this proposition. I think then, so far as I am concerned, my course is clear to vote for this measure. The people wish a settlement of these differences, and I maintain that the people should rule. If they require that their differences should be settled, even if it be at a large sacrifice, I say that the wishes of the people should be carried out. A great deal has been said with regard to certain persons forming this company, a portion of them being Americans. I wish to remark on this point that, but for the American capitalists coming into our Province, we would not have been in the prosperous condition that we are to-day. Nearly every one of our industries has been started and maintained by American capital, not because we have not men in the Province with money, but I am sorry to say they have not the enterprise. They prefer putting it in the Savings Bank and drawing 4 per cent. to putting it into prosperous enterprises which would bring them ten. That is the character of some of our capitalists in British Columbia; I am sorry to say it.

Mr. HOMER. Name the Americans, please.

Mr. SHAKESPEARE. Opposition also comes for other reasons. In the year 1882, there was a proposition to give

the building of this road to a company—Mr. Dunsmuir was, I believe, at the head of it. That was in 1882, when the hon. Mr. DeCosmos was a member of this House. The grant which it was proposed to give to Mr. Dunsmuir and his associates at that time was much larger than what is proposed in the present Bill, and yet we find that Mr. DeCosmos, who at present is opposed to this settlement Bill, then said with regard to the proposition of that date, and with regard to the men who formed this company:—

"The associates of Dunsmuir, Diggle, Crocker and Stanford, are a guarantee that the Island Railway will be built, if the Dominion Government agree to the subsidies they may ask. The Central and Southern Pacific Railway can provide a market for coal that will annually increase, and at the same time not diminish the supply for the Canadian Pacific Railway by railway ferry to Burrard Inlet. I know of no combination that can do so much for the development of Island interests and industries as the one proposed, nor do so much for the general interest of the Province."

Now, that is the opinion of that gentleman at that date, but still, strange to say, though there is not so much given in the present proposition as there was at that time, he is opposed to the present one, probably because he did not have a hand in it. We are told that there are 2,000,000 acres of land given to this Company. I think that is a mistake. All there is within the belt, I believe, is 1,500,000 acres. There was in the contract which was given to the Clements Company 2,600,000 acres, reaching from Esquimalt to Seymour Narrows. In the present arrangement, the land does not go to Seymour Narrows, but half way between Comox and Seymour Narrows. There is about 500,000 acres less than there was in the Clements proposition, and yet there was no objection whatever on the part of the people of British Columbia to accept this individual of whom I have just read, and who wanted Mr. Dunsmuir to have it at the time; I say there was no objection whatever on the part of the people of that Province to the Clements Company building the Nanaimo Railway, and who were getting more than this Bill before the House gives to the Dunsmuir Company.

Mr. GORDON. I would merely interpolate the remark that they were also to build 80 miles more railway, and were not getting \$750,000 from the Dominion.

Mr. SHAKESPEARE. Yes; but 80 miles is but a very small matter compared with the extra amount of land and subsidies that they were to get, beyond what the present Company are to get from the Dominion Government. Now, Sir, objection is made to giving this coal land to the Company. I, for one, am opposed to monopolies, I presume, as much as any hon. gentleman in this House, but I know that no large undertaking can be successfully carried out without men of capital being offered inducements to undertake it; and it is only by having men of this character to take hold of it that work of this kind can be successfully accomplished. Now, Sir, it is easy to say that there are all these millions of tons of coal within this belt. Why has no company been found to develop these mines? It has been known for years that this coal existed there; and how is it that some individual of enterprise has not taken hold of it? Sir, since the reserve was lifted, not a man nor a company have come forward for that purpose.

Mr. HOMER. The reserve was not lifted.

Mr. SHAKESPEARE. I beg your pardon, the reserve was lifted; the reserve was lifted by the Provincial Government, and from that day up to the time this arrangement was made, not a man nor a company of men came forward and offered to build the railway. During all these years no one has come forward who was ready to develop these vast beds of coal. Why, we might live there till doomsday, and unless we manifested sufficient enterprise to develop the resources of the country, we would still be as poor as Job's turkey at last.

Mr. BLAKE. You would not want any fuel at doomsday.