

"submitting the measures—the fictitious population, the disproportionate representation, five per cent on the indebtedness per head calculated on 60,000 instead of 10,000 in section 2, and the 100,000 for railway lands, are all objections, but minor objections that might be got over. Now I have come to the railway, the real stumbling block in this matter so-called by the supporters of the scheme.

DEBATE ON ADMISSION OF BRITISH COLUMBIA, 1871.

Toronto Globe Report, March, 28, 1871, in Scrap Book. Lib. Parliament. Page 62

"SIR GEO. CARTIER, moved that the House go into Committee to consider a series of resolutions respecting the admission of British Columbia into Union with Canada. * * * * *

"He might now say that *the terms* were the same with exceptions, which had been offered to Newfoundland and Prince Edward Island. * * *

"*The representatives of British Columbia wished to have their population regarded as 120,000 on the ground that that number was what was indicated by the consumption of goods as compared with the consumption in Canada. But they finally agreed to accept the basis of the actual population, namely 60,000.*"

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"The next point he would refer to was that relating to the Pacific Railway, which was as follows:—

"The Government of the Dominion undertake to secure the commencement simultaneously, within two years of the date of the Union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific to connect the seaboard of British Columbia with the Railway system of Canada, and further to secure the completion of such railway within ten years from the date of Union.

"And the Government of British Columbia agree to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said Railway, a similar extent of Public Lands along the line of Railway throughout its entire length in British Columbia, not to exceed, however, twenty (20) miles on each side of said line as may be appropriated for the same purpose by the Dominion Government from the Public Lands in the North West Territories and the Province of Manitoba; provided that the *quantity* of land which may be held under pre-emption right or by crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government, shall be made good to the Dominion from *contiguous* Public Lands; and provided further, that until the commencement within two years as aforesaid from the date of the Union of the construction of the said Railway, the Government of British Columbia shall not sell or alienate any further portions of the Public Lands of British Columbia in any other way than under right of pre-emption, requiring actual residence of the pre-emptor on the land claimed by him. In consideration of the land to be so conveyed in aid of the construction of the said Railway the Dominion Government agree to pay to British Columbia from the date of the Union the sum of \$100,000 per annum in half-yearly payments in advance."

"The Government did not intend to build the road themselves, but by means of companies that would have to be assisted principally by grants of one dollar lands. (Hear, hear.) The land which British Columbia would contribute for this purpose