

really astonished, therefore, that the Canadian Government has not considered that Island road, and given the contract for it the same as for the mainland road. It is more desirable that the Island road should be built, in consequence of Vancouver Island having the larger population, and more capital and trade to support a road at present. We have on the Island sufficient trade and commerce to keep a road running and paying from the start in exporting coal and carrying passengers and farm produce. I for one feel very much hurt that the Island road has been ignored in the Address, and I hope that this Government will not neglect it, but that, before Parliament meets again, they will have put it under contract. The late Dominion Government accepted the Carnarvon terms, and promised to expend two millions a year on the Island Road from Nanaimo to Esquimalt; but so far there has not been a dollar spent on it. This is a strange state of things. Where they found it would be a magnificent route, the surveyors were instructed to abandon it. There is no finer country in the world than the Island for a railroad. Hence, its neglect is a great injustice to this portion of the Province. I will now read the following resolutions of the British Columbia Board of Trade on the subject of the Esquimalt-Nanaimo Railway:—

"1. *Whereas*, by the terms of the Confederation between the Dominion of Canada and British Columbia, ratified by Her Majesty on the 16th May, 1871, the Dominion of Canada agreed to commence the construction of a railway from the Pacific towards the Rocky Mountains within two years from the date of the Union,

"2. *And Whereas*, in furtherance of the said agreement the Dominion Government on the 7th day of June, 1873, fixed the terminus of the Canadian Pacific Railway at Esquimalt, and applied for and obtained from the British Columbian Government, the reservation of a 20-mile belt of land along the eastern coast of Vancouver Island for railway purposes.

"3. *And Whereas*, the Dominion Government have claimed that a commencement of railway construction was made at Esquimalt within the term of two years agreed upon in the terms of Union.

"4. *And Whereas*, in the following year, 8th May, 1874, the Dominion Government, through its agent, Mr. Edgar, proposed to the Government of British Columbia 'to proceed with the construction from Esquimalt to Nanaimo immediately,' and 'to push that portion of the Railway on to completion with the utmost

vigour and in the shortest practicable time,' coupled, however, with conditions relating to the mainland portion of the railway, which were not entertained by the Government of British Columbia, as they conflicted with the terms of Union, and postponed indefinitely the consolidation of British North America, which was the primary object of Confederation,

"5. *And Whereas*, in consequence, serious differences arose between the Dominion of Canada and British Columbia, which were referred to Her Majesty's Secretary of State for the Colonies, the Earl of Carnarvon,

"6. *And Whereas*, after protracted negotiations, the conditions contained in the despatch of Lord Carnarvon of the 17th November, 1874, to the Governor-General of Canada, were accepted as a settlement by the Governments of the Dominion and of British Columbia, the first condition being 'that the section of the railway from Esquimalt to Nanaimo shall be commenced as soon as possible, and completed with all practicable dispatch,'

"7. *And Whereas*, the Privy Council of the Dominion of Canada, on the 25th of March, 1875, decided that 'prior to the commencement of any work of construction on the proposed railway from Esquimalt to Nanaimo, the Province of British Columbia should convey by legislation to the Dominion Government a 20-mile belt of land along the line of railway between Esquimalt and Nanaimo,' which demand upon British Columbia was immediately complied with, by the Legislative Assembly of the Province passing an Act, 22nd April, 1875, No. 13, entitled: 'An Act to authorize the grant of certain public lands to the Government of the Dominion of Canada for railway purposes,'

"8. *And Whereas*, on the 5th March, 1875, the Dominion House of Commons in Committee of Supply appropriated \$6,250,000 for the Pacific Railway, part of which appropriation was expended in the purchase of steel rails for the railway between Esquimalt and Nanaimo, and the rails were accordingly purchased and conveyed to Esquimalt and Nanaimo ready for use,

"9. *And Whereas*, in the year 1874-5, a construction survey was made of the line between Esquimalt and Nanaimo,

"10. *And Whereas*, no further action having been taken towards the construction of the said line, a feeling of intense and widespread dissatisfaction with the Dominion of Canada was created in the Province which resulted in 1878 in the election of a Provincial Legislature—the majority of the members of which were pledged to insist upon the Dominion carrying out the 'Carnarvon Settlement' or separation.

"11. *And Whereas*, official assurances were given the Legislature of British Columbia when last in session, that 'before the close of that year actual railway construction would be commenced in this Province,' and the British Columbia Legislature accepting these assurances in full belief that the Carnarvon Settlement would be carried out, adjourned without taking any action hostile to the Dominion interests on the Pacific,

"12. *And Whereas*, since the adjournment, the Dominion Government has confirmed the