

West will do for us. British Columbia will do for Canada what Scotland has done for England. We will furnish the minerals that will afford employment to millions of people, and be to Canada what Scotland is to England, and Pennsylvania and California are to the United States. Now, these Rocky Mountains that have been so much belittled, have a reputation all over the world for their teeming mineral wealth, and every British Columbian feels proud of them, as every Englishman ought to, as long as Canada holds together. For the paltry sum of \$9,000,000 the hon. Member for West Durham (Mr. Blake), would sever the connection between British Columbia and the Dominion of Canada. He forgets that we are now partners with Canada, and we are going to hold Canada to the bargain made with us. The hon. gentleman stated in his speech that, like Shylock, we demanded a pound of flesh. Does it look as if we demanded a pound of flesh when we gave Canada ten years to construct the Pacific Railway? We have been subjected to insults unworthy of a free and enlightend country like the Dominion. Now, I may just say, that we intend to hold Canada to the strict fulfilment of the pledge made by her Government with British Columbia. We have to-day at our end of the road some 5,000 tons of rails. The Government have let the contract for 127 miles, and I am happy to say it will be built at the end of three years. Had this Government remained in power in 1873 I do not hesitate to hazard the opinion that the road would have been built to-day, and we should not have to deplore the loss of 316 of our best British Columbian citizens by being drowned in a worthless American vessel like the *Pacific*.

It being Six o'clock, the Speaker left the Chair.

After Recess.

PRIVATE BILLS.

THIRD READINGS.

The following Bills were severally considered in Committee of the Whole, reported, read the third time and passed :—

Bill (No. 65) To amend the Act respecting the Montreal Telegraph Company.—(Mr. Gault.)

Bill (No. 45) To incorporate the Great North-Western Telegraph Company.—(Mr. Ryan, Marquette.)

Bill (No. 46) To incorporate the Winnipeg

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and Hudson's Bay Railway and Steamship Company.—(Mr. Bannerman.)

Bill (No. 68) To incorporate the Nelson Valley Railway and Transportation Company.—(Mr. Macdougall.)

Bill (No. 53) Respecting the Credit Valley Railway Company.—(Mr. Haggart.)

OFFENCES AGAINST THE PERSON AMENDMENT BILL.

(Mr. McDonald, Pictou.)

FIRST READING.

The following Bill (from the Senate), was read the first time :—

Bill (No. 103) To amend the Act intituled : An Act respecting offences against the person, and to repeal the Act intituled : An Act to provide that persons charged with common assault shall be competent as witnesses.—(Mr. McDonald, Pictou.)

SUPPLY—CANADIAN PACIFIC RAILWAY.

DEBATE RESUMED.

House resumed the Debate on Mr. Blake's proposed amendment to the motion for the House to go again into Committee of Supply.

MR. BUNSTER: The amendment of the hon. member for West Durham I have before me. This is a matter which we have to look at as Canadians. I was very much astonished to hear the hon. member for West Durham try to make a point out of the fact that British Columbia was admitted into the Union on April 1st. This was a sorry jest, considering how we were "fooled" by the Government of which he (Mr. Blake) was a member. Probably the hon. gentleman would like to "fool" British Columbia a little more. Now, I should like to read the agreement made by the late Government with Lord Carnarvon, in order that hon. gentlemen may fully understand the nature of the compact and how solemnly Canada is bound in this matter. Here are the conditions contained in the despatch from Lord Carnarvon to the Earl of Dufferin :

"1. That the railway from Esquimaux to Nanaimo shall be commenced as soon as possible, and completed with all practicable despatch.

"2. That the surveys on the mainland shall be pushed on with the utmost vigour. On this point, after considering the representations of your Ministers, I feel that I have no alternative but to reply, as I do most fully and readily, upon their assurances that no legitimate effort or expense will be spared, first to determine the best route for the line, and secondly to proceed with the details of the engineering work. It would be distasteful to me, if indeed it were not