

"All coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever in or under the lands so agreed to be granted to the said contractors as aforesaid, and the foreshore rights in respect of all such lands as aforesaid, which are hereby agreed to be granted to the said contractors as aforesaid, and border on the sea, together with the privilege of mining under the foreshore and sea opposite any such land, and of mining and keeping for their own use all coal and minerals (herein mentioned) under the foreshore or sea opposite any such lands, in so far as such coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever, and foreshore rights, are owned by the Dominion Government, for which subsidies the construction of the railway and telegraph line from Esquimalt to Nanaimo shall be completed, and the same shall be equipped, maintained and operated."

It struck me, after reading that clause, that their modesty prevented them from asking the Dominion Government for all the fish that swim in the Gulf of Georgia, and all the fowl that gather there in the winter season. They even followed the geologist under the sea, because it is well known that the gentleman who described that country, referred to the strata of coal that underline the sea to the east of Vancouver, and it is well known that the beds of coal do extend under the sea. It may be said that it would be impossible for this Company to become a monopoly, from the fact that there is another company independent of it. Any one acquainted with the character of some of these men, as developed in the courts of the United States, will know that the fact of their controlling San Francisco, will enable them to squeeze any company to the wall, and get absolute power. This subject is one, the importance of which is so keenly felt by those I have the honour to represent, that a succession of public meetings were held, at which they denounced the measure as soon as they heard of it. We had no opportunity of forming any conclusion up to the time the Local Legislature met, as to the character of the negotiations going on between the two Governments, and it was only within the last four days that a return was brought down to this House, a return asked for by myself last year, in the month of March, giving us any information as to the manner in which these negotiations were conducted, so that it was not possible for us to understand the nature or the extent of the land given away to this company. I certainly understood the right hon. leader of the Government, at the close of last Session, to state that money and lands would be given to this company as the work progressed on the same terms and conditions as had been given to the Canadian Pacific Railway, if I recollect aright, Sir, there would have been no objections to such an arrangement, because it would have provided for alternate sections along the length of the line where the land was suitable. I do not think the people would have felt at all displeased with such an arrangement. There is another phase of this question to which I must refer, and that is the fact that the contract had been given to a private company by the Local Legislature, and that company had failed. If we look into this transaction, we find that Mr. Clemens, the head of the organization, was no more nor less than the chief of construction under Mr. Huntington, on the Southern Pacific Railway, and the general impression on the Pacific Coast is that he forfeited his \$10,000 in order that his companions might get a contract that would enable them to build 80 miles less of railway and get a bonus of \$750,000 from the Dominion Government. Whether that be true or not, it is not for me to say, but I think there is some truth in it, and I quite agree with my hon. friend that it is a most dangerous thing to place in the hands of these great rival companies the whole coal resources of British Columbia, so far as is known at present. As to the objects these gentlemen have in view, I will read an article from a San Francisco paper, published after this contract was made known:

"The managers of the Central Pacific have completed their preliminary arrangements for building the Vancouver Island Railway. The Dominion Government has given them a subsidy of \$750,000 cash and the provincial Legislature 2,000,000 acres of land. The road will be 70 miles in length, connecting Nanaimo and Esquimalt. These lands will embrace immense forests of pine, cedar and hemlock, and a vast amount of coal lands not hitherto taken up by speculators. Their expectation

Mr. GORDON.

is to become coal merchants and supply the San Francisco and other markets on the Pacific Coast, and to such an extent do some think this will be carried, that it is feared our shipping interests will be seriously affected, by making it unprofitable for English wheat ships to bring coal in ballast. Should this occur, the number of wheat ships might be greatly diminished and ocean freights rise so high that the farmers might be compelled to send their crops to Europe by way of New Orleans. Another motive is attributed to the builders of the short road on British territory."

Now let me call the attention of the House particularly to this threat or proclamation. It is to this effect:

"The straits are so narrow at Nanaimo that they may be crossed by easy ferrage, which would make Victoria the proper terminus of the Canadian Pacific. If, however, the Vancouver Island road were made a link in that scheme, the terminus more properly being fixed at the southern end of the island, the Central Pacific would be in a position to dictate to the Canadian Pacific in respect either to its Asiatic trade or any advantages it might hope to have from trade with San Francisco or other ports of California. The Vancouver line, though so far off and so brief, may therefore, by shrewd management, be made to seriously affect our local interests."—*S. F. Chronicle*.

I will also read another extract from a New York paper with reference to one of the individuals interested in this contract:

"People who have read the Huntington letters attentively, have made the acquaintance of a shrewd, energetic and cheerful character, totally deficient in the moral sense. There is nothing sham about Mr. C. P. Huntington; not a trace of hypocrisy in his organization. His business was to buy votes in Congress, to bribe public officials, to put up jobs against the Government, to deceive and mislead public opinion, to get money out of the public Treasury for the benefit of himself and his associates. And he went about that business directly and cheerfully, and with as little sense of degradation as if it had been the most honourable business in the world. If he refrained from proclaiming his theories and methods to everybody, as frankly as he confided them to General Colton, it was because that would have defeated his plans, not because he was ashamed of himself. He was not ashamed of himself, and probably he is not to-day. Railroad ties were for sale, and he bought them; Senators and representatives were for sale, and why should he not buy them, too? He paid cash to engineers and surveyors for running a line; why should he not pay cash to legislators for voting him the right of way?"—*New York Sun*.

These are the opinions held of one of those great railway contractors who, for building a small section of railway on our Island are to get all these millions of tons of coal. According to the estimate of Mr. Richardson, before alluded to, assuming that there are 400 square miles of coal land within the whole belt conceded to that Company and assuming that the geologist is only correct to one-tenth of his statement, it would leave that Company 640,000,000 tons; we can easily make the computation of 16,000,000 tons to the square mile. Ten per cent. of that would be 640,000,000 tons, assuming that the geologist was correct only to the extent of one-tenth of his statement. I do not know that I can add any more to my remarks on this question. It is one that is likely to seriously affect the district that I have the honour to represent; it is likely to place every coal miner in that district under the domination of one company; it is likely to place all the coal mines in that district under the domination of one company; it is likely to place every burner of coal in that Province, every domestic fireside, under the domination of one company; it is likely to place the commerce, not only of British Columbia, but of the Dominion under the domination of one company, so far as that one product is concerned; and so far as the combination of such great minded men is concerned, it is likely to affect our great trans-continental railway terminus. I would consider it a dereliction of duty if I did not enter my most solemn protest against any such contract.

Mr. SHAKESPEARE. I am sure, after the very eloquent and full description of the case given by the Minister of Railways, it will not be necessary for me to offer any lengthened remarks, because I take the same view as the Minister does himself, and I might say at the commencement, that the glowing description which he gave of the Province of British Columbia was not at all exaggerated. With regard to one or two remarks made by my hon