

ion. But let hon. members look at this matter—he did not wish to be sectional, but to put in a fair light before the House. If we look at the revenues of the Province of British Columbia what do we find? That Province, lying on the Western side of this Dominion and occupying a very important position so far as this Dominion was concerned—notwithstanding the degree to which it was magnified in this House—contributed to the national revenue the sum of \$360,000, or one seventieth of the whole revenue of the Dominion. We found further that when we took from the revenue of that Province the subsidies which we granted from the Exchequer of the Dominion, we only obtain \$100,000—over and above what British Columbia receives, and this amount would not pay the interest on the construction of 50 miles of the Pacific Railway which the people of the Pacific Provinces were so persistent in desiring the immediate completion of. Were he a citizen of British Columbia, he thought he would not be so immoderate and so persistent in asking the House to undertake such heavy obligations and to push forward the construction of the Pacific Railway to such an early completion. There was still another aspect of this question, and it was this: that a large portion of the Pacific Railway—and that the most expensive portion—would, when constructed, be to British Columbia, to all intents and purposes, a local road. We were to build a line from Esquimault northward to the Narrows, extending over a great part of the Island of Vancouver, a distance of 160 miles. It would not be necessary for the carrying out of the literal rendering of the Pacific Railway Act that the railway should be extended to Esquimault. That was not denied by the member for Victoria. The design of the Act was to connect the railway systems of Ontario and Quebec with the tide waters of the Pacific Ocean, which would be done by reaching Bute Inlet without extending the Railway to Esquimault. So the additional 160 miles was for all purposes a local road. The House had already heard from the member for Victoria of the liberality of the British Columbia Government in constructing 500 miles of waggon road at an expense of \$1,000,000.

Mr. DECOSMOS denied having spoken of the liberality of the Government in con-

Mr. Ross.

structing five hundred miles of road at a cost of one million dollars. What he stated was that before the Union we had constructed five hundred miles of road at a cost of one million dollars, or \$20,000 a mile. He said nothing about the liberality of the British Columbian Government. The people accepted the necessity of their position and cut roads through the country which would be an imperishable monument of the energy of the people who were now traduced by some hon. members on both sides of the House.

Mr. ROSS said he would, therefore, call the work of constructing the waggon roads at a cost of \$1,000,000 as an "imperishable monument of the enterprise of the people." During the last five or six years Ontario had constructed, or had in course of construction, railroads that would involve an expenditure to the municipalities and taxes to the people to the extent of \$18,000,000. What he desired to show was this: British Columbia had no reason to complain when the Dominion unnecessarily constructed 160 miles of railway which in effect was a local road, whereas the people of Ontario had to construct their local roads with their own local funds and resources. There was another view of the question which the people of British Columbia did not look at, viz: that the construction of the Pacific Railway would always be a burden on the resources of this country. Mr. SANDFORD FLEMING, the chief engineer, had estimated that the running expenses of the road would amount to about \$8,000,000 annually, and if its construction cost \$100,000,000, the interest on that sum must be added to the running expenses in order to obtain the annual outlay. These facts proved that unless the circumstances of the country changed, the railway would be an unproductive work. He might appeal to the patriotism of the people of British Columbia and ask if it was fair on their part to exact the full pound of flesh when the road would be a burden on the country for many years to come.

Mr. DECOSMOS said British Columbia had not got one quarter or one half pound of flesh.

Mr. ROSS regretted that their balances were so much out of order. It was estimated that before the road would pay its running expenses, it would be necessary to throw a population of three millions