

THE PACIFIC RAILWAY.

Mr. BLAKE, in moving for copies of all Orders in Council, and of all correspondence with the Government of British Columbia, or with the Canadian agent for British Columbia, touching the lands appropriated, or to be appropriated for the construction of the Pacific Railway in that Province, said: It has been stated, Mr. Speaker, that there has been a discussion going on for some time between this Government and the Government of British Columbia, with reference to the arrangements made at the time of the Union of British Columbia with Canada, for a certain appropriation of lands for the construction of the Canadian Pacific Railway. I have no authentic information, I need hardly say, as to what the nature of that discussion may be, or what the demands precisely are which have been made by this Government upon the Government of British Columbia; but, as far as I could learn from the sources of information available to the public, it was a demand something of this nature: that inasmuch as a very large proportion of the land which, under the Articles of Union would belong to the Government, was unsuitable in character, there should be a power to obtain still further lands so as to make that cession of some practical value. That is what I have gathered from these sources to have been the nature of the demand, and these same sources of information indicate a refusal of the demand. I think we are entitled to authentic information on that subject, a subject which is also germane to the question upon which Parliament has been called at this time to decide, because it is connected directly with the question of the resources we have for the construction of the Canadian Pacific Railway—at any rate in the Province of British Columbia. I, therefore, Mr. Speaker, place this motion in your hands.

Sir JOHN A. MACDONALD. There can be no objection to this motion. There has been some correspondence on the matter. The hon. gentleman will remember that the British Columbian Government was to grant, on each side of the road, as much as was to be granted elsewhere for the construction of the Pacific Railway—20 miles on each side. There are a good many ways of making these 20 miles, if you measure up hill and down hill—

Mr. BLAKE. That is the way you will have to measure.

Sir JOHN A. MACDONALD. You may find the 20 miles very little, especially when we get into that inhospitable sea of mountains—

Mr. BLAKE. Order.

Sir JOHN A. MACDONALD. Which my hon. friend spoke of as British Columbia. I fancy it will end in the 20 miles being measured from a higher altitude than the highest tops of the mountains.

Motion agreed to.

THE VANCOUVER ISLAND RAILWAY;

Mr. BLAKE, in moving for any copies of any correspondence with the Government of British Columbia, or with any persons in that Province respecting the Island Railway, said: I observe that there has been some discussion on the subject of the Island Railway, an enterprise in which, as the hon. member for Vancouver (Mr. Bunster) knows, I have always taken a very great interest, and I think it would be important to know whether there has been any correspondence on that subject. The gentlemen, whom my hon. friend has always regarded as the special friends of his Province, are now in power, and have brought down a scheme for the completion, as they call it, of the Pacific Railway. I suppose my hon. friend from Vancouver will agree with me, though on entirely different grounds, that the scheme is a very imperfect one. His reasons will be, the railway does not go far enough west, does not extend to the Island. At any rate, it will be interesting to know what is the

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attitude of the Government with regard to the Island Railway.

Mr. BUNSTER. I am glad to hear the leader of the Opposition (Mr. Blake) has seen the error of his ways in opposing British Columbia. I am glad to see him take a real interest in British Columbia. I am glad to see he is at last convinced he has made a mistake in opposing that Province as he did in days gone by. I see he is seeking a great deal of information in relation to that country, but whether it is for the benefit of that country, or of his own particular Province, or whether he wishes to overturn the present occupants of the Treasury benches, is a question not yet settled in my mind. Every opposition that could have been raised has been raised by the hon. gentleman against the union of British Columbia with Canada. How many times has he not said he would rather see British Columbia go than remain in the Dominion?

Mr. BLAKE. No, never.

Mr. BUNSTER. Then the press is not as reliable as I believe it to be. What chance would there be of making a nation of this Canada of ours if you allowed British Columbia to go? According to the policy of the hon. gentleman, he would change that policy. I, for one, know the value of British Columbia, and I would again inform that hon. gentleman that it is not the inhospitable country he would depict it to be. If he would only seek information for himself by going to that country, he would find it a hospitable country, and much as he has abused it, he would receive a hearty welcome there, and might be led to change his mind with reference to it, so that he would lend a helping hand to the present Government to build a road on Vancouver Island. I do not approve of the scheme of the present Government, because it does not go far enough. According to the Carnarvon Award we were to have a road built on Vancouver Island. There is not a word in the present arrangement about building that road. But let Vancouver go; let her go out of the Dominion. She will make her own road. We have gained nothing by belonging to this great Dominion. We had been living in hopes that Canada would carry out her bargain with British Columbia, and have been deceived. I would ask hon. gentlemen, has Canada carried out her terms? No; the answer is plain. She has not. The present Government were thrown from power seven years ago; hence the road was stopped. Ten thousand tons of rails were sent out there to raise the hopes of the people that the road would be built in good faith. But what was the consequence? Because the people of Vancouver Island were not loyal to that Government, the rails were removed to the mainland, and allowed to deteriorate there, with half an inch of rust accumulated on them, not to speak of the interest accumulated on their price. If they had been utilized on the Island, they would have more than paid for themselves by to-day. Not one is yet laid, and the bad faith of which British Columbia has been made the victim, is not creditable to either the present or the late Government. The road in Vancouver Island will pay from the first, as it will be employed in exporting coal and other minerals, in passenger traffic, and in developing a very rich tract of land. It will pay by bringing to the Custom house a very large additional revenue. Vancouver alone has sent this year \$700,000, odd, to the Dominion Exchequer—a great deal more than was expended in British Columbia. Nevertheless, she is abused continually to her injury. When the Americans read speeches made in the House, and denunciations of British Columbia, they say: that is not a country for us to emigrate to. It is not complimentary to British Columbia to denounce her thus, particularly when, on account of imperfect information regarding her, she has not received fair play. I regret very much, for the abuse she has received, that we joined the Confederacy so soon. We should have done better to remain as we were. I say this