

claims upon the Government in this regard. These two gentlemen, I am perfectly convinced, have spared no pains in promoting the interests of British Columbia, and in laying all matters connected with that Province before this Government in the way which they judged best. Although, individually, they may not have left behind them what might be termed a pleasant or a very gratifying record of themselves, still they left no stone unturned to let the Dominion at large know that there was such a Province as British Columbia, and what its people considered to be their rights. Now, these questions have been pending for a long time. In 1871, when British Columbia came into the Confederation, it was agreed, as has already been stated, that this railway should be commenced in 1873 and finished in 1881; I contend that the Island Railway referred to is a portion (or should be) of the Canadian Pacific Railway, more generally spoken of as the Trans-Continental Railway, although the balance of opinion is against me; certainly the opinion of the Government is against me in that matter. However, it was then agreed that this railway should be commenced within two years, and completed in ten. Now, Sir, we know very well that it not only was not commenced within two years, but cannot be completed under 15, at best.

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

After Recess.

THIRD READINGS.

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

Bill (No. 88) respecting the Real Estate and Loan Company of Canada, limited.—(Mr. Beatty.)

Bill (No. 29) to incorporate the Bank of Winnipeg.—(Mr. Ross.)

Bill (No. 69) to incorporate the Quebec Railway Bridge Company.—(M. Bossé.)

Bill (No. 54) relating to the New Brunswick Railway Company, and to the Railways leased to the said Company.—(Mr. Burpee, Sunbury.)

Bill (No 72) to incorporate the Guelph Junction Railway Company.—(Mr. Innes.)

AGREEMENT WITH BRITISH COLUMBIA.

Mr. BAKER. When the House rose at six o'clock, I had arrived at that portion of the history of the railway which was embodied in the Terms of Union. I think it would be well for the House, that inasmuch as there are many new members in it, I should read some portions of those Terms of Union, so that hon. members may understand exactly the position of the Dominion in regard to its obligations to the Province of British Columbia:

"The Government of the Dominion undertake to secure the commencement, simultaneously, within two years from the date of Union, of the construction of railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains, towards the Pacific, to connect the seaboard of British Columbia with the railway system of Canada; and further, to secure the completion of such railway within ten years of the date of the Union. And the Government of British Columbia agree to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable, in furtherance of the construction of the said railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia, not to exceed, however, 20 miles on each side of said line, as may be appropriated for the same purpose by the Dominion Government from the public lands in the North-West Territories and the Province of Manitoba. Provided, that the quantity of land which may be held under pre-emption right or by Crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government, shall be made good to the Dominion from contiguous public lands; and provided further, that until the commencement, within two years, as aforesaid, from the date of the Union, of the construction of the said railway, the Government of British Columbia shall not sell or alienate any further portions of the public lands of British Columbia in any other way than under right of pre-emption, requiring actual residence of the pre-emptor on the land claimed

by him. In consideration of the land so conveyed in aid of the construction of the said railway, the Dominion Government agree to pay to British Columbia, from the date of the Union, the sum of \$100,000 per annum, in half-yearly payments, in advance."

Now, emanating out of these Terms, there are two or three facts to which I desire to call the attention of the House. In furtherance of this 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, following the sinuosities of the coast line for railway purposes. Later on, the Dominion Government claimed that a commencement of railway construction was made at Esquimalt, within the term of two years agreed upon in Terms of Union. In the following year, 8th May, 1874, the Dominion Government, that is to say, the Mackenzie 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. I refer to these facts principally to show that certain hon. members from British Columbia should not offer any very active opposition to the passing of the Bill which we are now considering. They have railway construction already commenced, and when we have the opportunity which is now presented, we should not look at the matter from a sectional point of view, or to secure sectional objects but should sink every thing of a sectional kind in the main object of securing the true interests of British Columbia. In consequence of the facts I have stated, 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—and 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." 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." 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. I ask if anything could be plainer than the very fact that money belonging to the Dominion of Canada was expended for the purchase of steel rails and that those steel rails were brought in vessels from the Old Country, and landed at Esquimalt and Nanaimo, I believe, with every intention of constructing that section of the Canadian Pacific Railway between Esquimalt and Nanaimo. Those rails were subsequently taken away; but still the fact remains that the intention of the Government at that time was