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h, Feb., 1874.
Government
ndred and fifty

thousand dollars, as dock work progresses, in
lieu of guarantee provided by Terms of Union.

(Signed) "A. MACKENZIE."

That was final and conclusive evidence
as to the understanding existing be-
tween the Province of British Columbia
and the Dominion on the 6th February,
1874. Having explained this matter,
and given to the House a brief narra-
tive of the negotiations respecting the
Graving Dock, he considered he had
discharged his duty, alike to his con-
stituents, to the Province of British
Columbia and to the Dominion. He
trusted the hon. the leader of the Gov-
ernment would find occasion to make
reparation to the Province of British
Columbia for the great wrong he had
committed in not carrying out the
agreement made with it in November,
1871. He trusted also the Government
would consent to bring down the
papers called for in this motion.

Mr. BUNSTER said he felt it a duty
incumbent upon him to second the
motion, inasmuch as His Excellency
the Governor-General, when he visited
British Columbia, promised faithfully,
and he supposed His Excellency had
the ear of the Government when he
made that statement, that railway con-
struction should be commenced, ac-
cording to the terms of the Carnarvon
award. This promise, he might add,
had been made in his own presence. The
terms of the treaty under which British
Columbia had entered the Dominion
had not been carried out in that spirit
of fair play which would be expected
from British statesmen. However,
thanks to one of the great natural
resources of the Pacific Province, which
was being rapidly developed and
worked, a change had taken place
in the prospects of British Colum-
bia, and the people there did
not care so much as formerly
whether British statesmen carried out
their promises or not, as the future of
that great country was now assured.
Through their faith in the Dominion,
British Columbia had lost a railroad,
that would, under similar circum-
stances, have been built years ago
by their American neighbours. The
people of British Columbia would have
had a railway running past their doors
were it not for the way the Canadian
Pacific Railway had been villified by

one party and ignored by the other. It
was the first time in history that any-
thing had been said against British en-
terprise; but it was owing to the failure
of British enterprise that to-day they
were without a road. If British Colum-
bia had not entered the Confederacy of
Canada, they would have been in a po-
sition to make treaties with the Ameri-
cans to bring their railroads to British
Columbia, which had been fully their
intention. It was well known the
Americans wished to get hold of British
Columbia; but, having much British
blood in their veins, the people of
British Columbia preferred to ally
themselves to Canada and stand by the
old flag. Had Canada been true to
her promises? He could only reply
no. Three hundred British citizens
had been swept away in a moment
through the wreck of a tub of a steam-
boat, indirectly occasioned by the
want of a railroad, for, if the American
railroad had been built, there would
have been no necessity for a steam-
boat, and they would not have had
widows and orphans left on their
hands. The loss of that vessel and so
many lives was one which could not
be compensated by the building of the
Canadian Pacific Railroad, which was
a mere myth in comparison. All that
was required to build the Pacific
Railroad was brains and intelligence.
The increase in the value of the public
domain would more than cover the
cost of building the road. The Gov-
ernment was too cautious, too much
afraid of going into debt. That was a
mistake. English capitalists loaned
money to the South American Republics
for railroad speculation in the United
States, and never got a cent in
return, either in capital or interest.
We had a good country; there was
plenty of money in England to buy
the steel rails, and sufficient labour to
build the road, and all that was re-
quired was pluck, enterprise, and
energy on the part of the Canadian
Government to go on with the road.
The population would follow. They had
had a good example already in some
of the Western States of the American
Union, where the people were now
bringing water to fertilize their lands
from thirty to forty miles distance, at
an expense of millions of dollars, and yet