

more to complete the dock. Under these circumstances I think that a further examination should be made with a view of determining the relative merits of the three harbours of Burrard Inlet, Esquimalt and Nanaimo. With regard to this railway to which we are asked to give 2,000,000 acres of land on Vancouver Island, including 450 square miles of coal land, it is true that a small portion of these lands have been alienated, but the greater portion of that which has been alienated is owned by one of the members of the present Company, thus creating the greatest coal monopoly in existence. They do not expect to realize their money from the railway, but out of the coal mines; and in addition to the Dominion Government granting this enormous monopoly, they are to receive \$750,000, and the effect will be, to create one of the largest coal monopolies that ever existed—a monopoly far greater than that which existed in Nova Scotia twenty years ago, and which the people of that Province fought so long and so hard against. I do not think that the people of that portion of the country whose prosperity so largely depends on the opening and development of those mines would like to return to the condition of things which existed before that monopoly was abolished. Why then should the Dominion Government render assistance to fasten on British Columbia, and on the Dominion generally, a far more serious monopoly, one which will eventually prove most disastrous to the country. And to whom is the monopoly granted? It has been tried to be made out that they are British Columbia people, but though there are one or two members of the company who belong to our Province, the parties who really control it, are those who now control the Southern Pacific Railway, the Texas Pacific Railway, and the Central Pacific Railway, and I do not think hon. members of this House would be surprised to hear at any time that the Northern Pacific has passed under the control of this company. If these three trans-continental lines, the Esquimalt and Nanaimo Railway, and all the productive coal lands on the East coast of Vancouver Island pass under their control, there would remain only one more Pacific lamb for them to encircle with their serpent-like coil—that is to say the Canadian Pacific Railway—thus creating a state of affairs which, in my opinion, would not be very conducive or healthy to the commercial interests of the United States or Canada. With regard to the 3,500,000 acres of land on the Peace River, according to the terms of the Union, the Government of the Dominion of Canada will receive from the Government of British Columbia a belt of land 20 miles wide on each side of the line, or in all, a belt forty miles wide along the entire line running through British Columbia, and for all the lands which were alienated from that belt previous to its being reserved, they are to receive other lands contiguous thereto. Now, it has been stated by the Minister of Railways that there are 800,000 acres of land alienated, but I think the hon. gentleman is under the mark. I think I am nearer correct when I say, that there are nearly 1,000,000 acres of land alienated, previous to the reserve being placed upon it, so that, as I contend, they are receiving 2,500,000 acres more than they were entitled to under the terms of the Union, thereby enabling them to subsidize this company with \$750,000. I hope, Mr. Speaker, that the Government really do not insist on pressing these resolutions, and thereby placing the country in a position which, before five years, will be found to be a most disastrous one to our interests. I move in amendment thereto, that all the words after “that” in the said proposed motion be left out, and the following inserted instead thereof:—

“Considering the changes that have taken place within the last twelve years in the commerce of British Columbia, the increased developments in the coal, lumber and fishing interests, and the final location of the terminus of the Canadian Pacific Railway at Port Moody, and

having in view the future importance and safety of the Maritime interests of the Dominion of Canada on the Pacific Coast, a Commission be appointed to examine the harbours of Esquimalt, Nanaimo and Burrard's Inlet, and report to the Government as to the best location for a Graving Dock.

“And that a Committee be appointed to take evidence for the purpose of ascertaining more definitely the extent and value of the coal, iron and other minerals, also the timber within the limits of the railway reservation, proposed to be ceded to Messrs. Dunsmuir, Huntington, and others, in aid of the construction of the Esquimalt and Nanaimo Railway, and that the said Committee have power to send for persons and papers, and report to this House on the earliest possible date, and that the said Committee be composed of Messrs. Reay, Dodd, Weldon, Wood (Westmoreland), Mulock, White (Cardwell), Ross, Woodworth and Amyot.”

Mr. GORDON. It is with some regret that I find it incumbent upon me to second the amendment, and when the vote comes, to vote for it. The proposition to convey all the coal within the railway belt on Vancouver Island is one that I know to be decidedly opposed by those whom I have the honour to represent. I can remember twenty years ago, when there was only one coal company on Vancouver Island, how that company domineered over everybody with whom they came in contact, is still fresh in the memory of all the early residents of Nanaimo. I am sure that no one wishes to return to that state of affairs, and if these resolutions are carried, that is the effect that they will have upon the whole coal resources of British Columbia. This Bill, which has been passed by the Local Legislature, unless carefully examined by those conversant with the character of the country, will appear very innocent in itself. Unless you look at the geological reports of the Dominion, which I believe to be true and correct, you cannot imagine the value of the property which is being given to a company largely composed of aliens. I regretted, Sir, to hear the hon. Minister of Railways state that these lands had lain so many years undeveloped, when to his own knowledge a reservation was proclaimed by the Canadian Government, preventing any person from obtaining those lands. Mr. Dunsmuir had secured the lands he was mining, prior to the reservation being proclaimed. It is not proper to claim that it requires a large amount of capital to develop these lands. We know that gentlemen have entered into coal mining there with comparatively small amounts of capital, but they had the facility of obtaining Crown grants of their land. The statement that lands are being applied for now outside of this belt, taken in connection with the geological reports, is the highest proof of the correctness of the position we have taken on the question. It will be observed, on reading the geological reports, that from all that was known of the lands outside of this belt, they are considered to be far inferior to the lands lying within the district of Comox. Only a few months ago the Local Legislature—I do not think they did it to prevent development—on the eve of this contract, placed a royalty of 5 cents a ton on all the coal taken outside of this railway belt by any one who endeavoured to open up the inferior measures, thereby making this company a complete monopoly. In order that hon. gentlemen may have some notion of the value of this coal area, which it is proposed to give, I will quote from the report of Mr. Richardson, Geological Surveyor of the Dominion. He states that in the district of Comox the productive coal measures amount to 300 square miles, containing 4,800,000,000 tons; and there are about 10 square miles already alienated, which would leave 290 square miles in that district alone for this company. Then, from the boundaries of Comox southward, there are coal measures extending down to Saanich Inlet, according to the same authority; and it is safe to assume that within that district there are 200 square miles which are going to this company absolutely, forever, without taxation, carrying not the coal alone, and not confined within the boundaries of the shores. But let me read what they are to get: