

Now, we take the ground, Mr. Premier, that that implied, in the event of British Columbia entering the confederation, an equity of treatment in the development of the country from the central government. I do not see how any other interpretation could be put upon that language. And we are here to say on behalf of the people of British Columbia, that there has not been that equality of progression -- for various reasons. One reason has been the excess exactions which have been imposed on the province by the Dominion in the way of huge grants for the purpose of securing this railway construction, but more particularly the excess rates which have been charged the people of British Columbia and the people of Alberta for the use of that railway. Mr. McGeer can give you instance after instance where in respect to some of our most important products -- take lumber, for instance -- British Columbia is forced to pay all the way up to as high as 100 per cent more for the moving of the product over a given distance in that province than is being charged to move the same quantity of lumber over the same distance in the province of Ontario. We say to you, then, that the inducement held out of a government equally responsible -- the word "equally, it is true, is not used, but we must presume that that was the meaning -- a government responsible "for the progress of both shores of the continent", has not been realized by the people of the Province of British Columbia.

The San Francisco of British North America would under these circumstances hold a greater commercial and political position than would be attainable by the capital of the isolated colony of British Columbia.

Nobody can doubt the soundness of that reason; but, Mr. Premier, I do not know whether it has ever occurred to your minds what the condition of the Pacific Coast was in 1869. Personally I went west in the spring of 1877, and at that time San Francisco was the only port on the American Pacific seaboard of any consequence. This despatch holds up to the people of British Columbia the mental vision of a second San Francisco at the terminus of the Canadian Pacific Railway. We are all pleased with the growth of the city of Vancouver. Personally I have great interest in the fact that I have seen that location change from a dense forest to the large city it is to-day. But I want the Executive this morning to get this view of the case: Compare the growth of the cities of British Columbia since the completion of the Canadian Pacific Railway with the growth of Tacoma, of Seattle, of Everett, of Portland, of Spokane, and ask why these American cities, with no better territory behind them than has the port of Vancouver, have taken such immensely greater strides than have any of the cities in British Columbia. There is only one answer possible; it has been because of the superiority of their communications -- not of rail communications alone, but partly rail and partly water.

HON. MR. FIELDING: Would you apply the same reasons in the case of Windsor and Detroit?

HON. MR. OLIVER: Well, I am not familiar with Windsor.

Hon.

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