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by the Provincial Government. And we do think that the Dominion Government having carried the point of an extension of the time limit, and after having entered into obligations with the full knowledge of their being less onerous than the original terms, we had every reason to believe that they would be adhered to, and cannot understand any attempt being made to ignore those obligations. The Provincial Government appealed to Her Majesty a second time—most unwisely as I think—being, as I am, deeply impressed with the wisdom and advisability of settling our domestic quarrels at home. And I am glad to be able to say that all the Columbia representatives now at Ottawa disapprove of the action of the Local Government in this instance. The tone of the Columbia Minute of Council refusing the offer of \$750,000 is much to be deplored, although it must be borne in mind that it was written under a deep sense of injustice. Even then it is hardly justifiable, and the tone of the Minute of the Dominion Government on the 15th of this month is equally to be deplored. It attempts to reduce this great question to a merely local one. The hon. Minister of Agriculture alluded to the tone of the press in British Columbia. I as well as himself condemn the spirit and tone of a portion of that press, but lately they have been writing under the belief that the Province has been deeply wronged, and on that score there is some excuse. I take it that the hon. gentleman would not like at all times to be held accountable for all that appears in the press of Canada. From speeches made by prominent men, and from newspaper articles in this part of the country, an impression has been gaining ground that there is a feeling in certain circles that British Columbia should be cast adrift. If this feeling has any foundation the sooner we know it the better, and we can part good friends, and this debate will be of some service in confirming or dispelling these impressions. Allegiance and loyalty are based entirely on mutual advantages. The Federal Government and the different branches must each do their part to ensure the harmonious working of the whole. The hon. Minister of Agriculture also alluded to a resolution passed by the House of Commons in 1874, when the delegate from British Columbia was present on the floor of the House. There is nothing to show that he approved or disapproved of that resolution. What power

could he have by being on the floor of the House when he could not open his mouth, and the resolution after all was only a sugar coating to the pill, so that it might go down easily. We say this: that we have just ground of complaint; that these grounds of complaint have been acknowledged from the fact of compensation having been offered us; that there is no desire to burden or overtax the country; that we have agreed to extend the time limit from ten to nineteen years; that we have agreed to take a yearly expenditure much less than we were entitled to; that in 1874 the taxation of the country was increased by three million dollars in order (as stated in the preamble to the Pacific Railway Act of 1874) to make provision for the construction of the Pacific Railway as rapidly as possible; that three millions will pay interest and sinking fund on fifty millions, which is more than necessary with land grants to build the whole line; that in 1874 and 1875 £8,000,000 have been borrowed partly on the Imperial guarantee for the purpose of constructing the Pacific Railway, also for enlarging the canals. The Act authorizing the loan recites the bargain with British Columbia as being the chief reason for borrowing this money; railway construction is made the prominent feature in the preamble, the enlargement of the canals being secondary. That the money raised under the Imperial guarantee cannot legally be applied to any purposes other than the Pacific Railway; that five years have nearly elapsed since British Columbia entered Confederation, and it is only reasonable to expect that the work of construction be commenced forthwith. We have no reports from the Chief Engineer for the last two years, but we find in the report brought down in the session of 1874, which could only embrace information up to the end of 1873, the Chief Engineer makes the following statement:—"It may indeed be now accepted as a certainty that a route has been found generally possessing favourable engineering features, with the exception of a short section approaching the Pacific coast; which route, taking its entire length, including the exceptional section alluded to, will, on the average, show lighter work, and will require less costly structures than have been necessary on many of the railways now in operation in the Dominion." Now, if this much was known two years ago, the information must surely be complete