

communication shall have been established through the Dominion to the Pacific. Until that takes place British Columbia must continue to occupy a position so isolated, and so exceptional, as to render the general tariff, however well adapted to the Provinces to the eastward of the Rocky Mountains, scarcely suited to us. But with the opening of continuous railway communication these exceptional conditions will, for the most part, disappear. Look, for instance, at California. What a complete revolution the railway has wrought in the condition of that State. The moment the railway was opened, California was no longer separated from the great commercial centres of the Eastern States by thousands of miles of sage-bush and desert. It was practically set down alongside of them; or, to use the words of another, time and space were annihilated, and California became, for the first time, a fitting subject of a common tariff framed at Washington, and enforced throughout the widespread Union. Similar results will be realized in our own case. Upon the opening of the Canadian Pacific Railway British Columbia will practically be set down alongside of the Atlantic Provinces. We get over all constitutional difficulties by approaching the subject in this way. I do not say that the Dominion Government will assent to the proposition to postpone the application of their tariff to this Colony until railway communication shall have been established; but we will approach them with a much greater show of reason and success in this way than in the other. I shall, therefore, propose an amendment, or a recommendation, asking that the Customs tariff of the Dominion be not extended over the Colony of British Columbia until railway communication therewith shall have been established. Should this be agreed to on the part of the Canadian Government, it would then become our duty, upon entering the Dominion, to remodel our tariff with a view to protecting local industries on the one hand, and building up our commercial and maritime interests on the other. Canada might, possibly, sacrifice a little revenue in the first instance, but it would come back to her a hundred fold in the greatly enlarged prosperity certain to follow. In this way, also, would be presented a living recognition of the necessity for railway communication, if not an incentive for the speedy consummation of that great desideratum. The course which I propose will more fully meet the local necessities of the country, while it will be more acceptable to the people, and, I feel assured, more likely to meet with the concurrence of the authorities at Ottawa. It possesses the advantage of accomplishing more good than can possibly be attained in the way proposed either by the Hon. Member for Victoria District, or that proposed by another Hon. Member, and, at the same time, of steering clear of constitutional difficulties.

Hon. Mr. DECOSMOS—Sir, we have heard some very good and eloquent speeches. I intend to say a few words, and will begin with first principles. When the Confederation Delegates first met, they proposed to adopt a tariff similar to that of the United States; that the Federal Government alone should have the right to impose customs duties; that there should be no subsidies, and that each Province should raise its own revenue by direct taxation; but it was found that Local Governments were not favourable to direct taxation. At the Conference at Westminster it was at first proposed to give local legislatures power to make laws and impose direct taxation, but when the Organic Act was prepared that part was dropped out. I have desired to harmonize with the Organic Act. Whatever we may do we should harmonize with the Organic Act; by so doing we shall meet with less objection at Ottawa. In looking at this question I may come to the conclusion that there is a possibility for the Local Government to raise taxes, but if it was referred to the Privy Council they might say it clashed. I will illustrate my meaning: I think the Legislature of Ontario voted an additional sum to one of the Judges; the Privy Council said it was unconstitutional to do so. So it might be if the Local Government imposed a tax upon foreign produce and manufactures. But we must not clash with the Dominion Government. In case the Dominion enacted customs laws lower than our own, we would have the privilege to put direct taxes on those articles so as to give protection to them. Turning to the Year Book, I find that in New Brunswick the export dues on lumber amounts to \$70,000. This is an export revenue for a source of revenue. If the Government of New Brunswick was able to except this item from the operation of the Dominion tariff, why should we not be able to get the same sort of difference? The Canadian Revenue will not suffer; every article will have to pay the Canadian tariff, and Canada will benefit by any prosperity that we enjoy.

Hon. Dr. CARRALL—For how long do you propose to suspend the operation of the Dominion tariff?