

is no necessity to put this in. This would only bring a floating population, which we do not want. I agree with the Hon. Member for Victoria District, that the Railway ought to be commenced in the agricultural districts of the Mainland, so as to connect them with the head of navigation on the Fraser.

Hon. CHIEF COMMISSIONER—It does not become us, I think, to dictate in what way the work should be done, or to describe the details of the scheme to Canada. I feel confident that if this plan is really taken up it will be done much more quickly than if only \$1,000,000 a year were spent. I think that several millions a year will be expended, and if so I have little doubt that the Railway from the seaboard to the agricultural districts will be made in five years.

Hon. Mr. DeCOSMOS—What is the seaboard? Does it mean Barclay Sound?

Hon. CHIEF COMMISSIONER—That is what we have purposely left open. The line may come down the valley of the Fraser, as in my opinion will be best, or it may come through to Bute Inlet or Bentinck Arm. We have purposely generalized and left it for those who undertake the work to determine for themselves. It is not desirable for us to cramp this Resolution by defining the locality for the line or terminus.

The Hon. Mr. ROBSON—Sir, I conceive that we have now come to the most vital part of the whole scheme. I quite concur in the opinion that no real union can take place without a Railway. Did I believe that the Overland Railway would not be made, I should hesitate very much about Confederation, because I should be apprehensive that the whole scheme would fall to pieces. I think that great haste must be used to build up an English-speaking nation alongside of another existing English-speaking country. To accomplish this end, I think that the Overland Railway is necessary, and must be pushed through to speedy completion to be an immediate success. In ten years' time, without an Overland Railway, I do not believe that we should have any British Territory here at all. The great work must be undertaken with the assistance of both the Canadian and Imperial Governments, and pushed through to a speedy success. It is true that a sort of union might exist without a Railway, such as the union between British Columbia and Great Britain. But we propose to establish a union that will endure, and that will render an Overland Railway just as necessary as the arteries in the human body are necessary to circulate the blood and to keep up life. I believe that \$1,000,000 is a mere nominal sum, as explained by the Hon. Chief Commissioner, a tangible security that the work will be completed. The expenditure of the first million will be a guarantee that any company or Government undertaking it will carry it through. Every reflecting mind will see that if any company spend \$1,000,000 a year, they must spend more, and that it will be to their interest to push it through. To say that because we only name a sum of \$1,000,000, that it will be a matter of 100 years is absurd; my reply to this, I cannot call it an argument, is that capitalists could not be found in the world so silly as to spread the construction over one hundred, or fifty, or twenty, or even ten years. I cannot support the amendment of the Hon. Member for Victoria District; we must carefully avoid committing ourselves to the route or terms of building. I think this may be safely left in the hands of the Dominion Government. It is useless to argue that it is of vital importance to them to have the best route. The Railway must pass through the Colony, and benefit the Colony, no matter where the terminus; it must be in British Columbia, and consequently a benefit to the whole Colony. I cannot see that it would be better to begin in the middle. I look upon it as an absolute necessity that the Railway should commence at the seaboard: moving the material is the great expense that has to be contended against, and the advantage of being able to land the material and lay it down at once on the road, will be incalculable. If the Railway were to be constructed from a given point ten miles from the seaboard, it would probably pay the contractors to build that piece of the line. Unless Hon. Members can show us that the material can be brought to the line by way of the Rocky Mountains, don't let us stultify ourselves by asking them to begin in the middle. It is right that the work should be commenced simultaneously on the Atlantic and Pacific sides. I fancy that, as a matter of policy and economy, any company undertaking the work would so commence, without it being named in the terms, as it would undoubtedly be more economical to carry on the work by sea from the westward in British Columbia, and by land from the East. As for the amount named in the conditions, as I have said, I look upon it as a tangible assurance to the people that the thing will be done, rather than as the specific statement of a sum with the expenditure of which this Colony will be satisfied. I have some-