

Confederation of Prince Edward Island and Newfoundland, these matters are set out with great minuteness. I perfectly agree that we might trust the Canadian Government, but we are not in Canada, and we are asked to name specific terms. Surely we ought to do so. It would be very unbusiness-like to say to the Dominion, we will leave it all to you. The Dominion Government would say, let it be prepared in black and white, so that we may say whether we can perform it or not.

The Chairman read Clause 7. Passed as read.

The Hon. ATTORNEY-GENERAL proposed the adoption of Clause 8:—

"S. Inasmuch as no real Union can subsist between this Colony and Canada without the "speedy establishment of communication across the Rocky Mountains by Coach Road and "Railway, the Dominion shall, within three years from the date of Union, construct and open "for traffic such Coach Road, from some point on the line of the Main Trunk Road of this "Colony to Fort Garry, of similar character to the said Main Trunk Road; and shall further "engage to use all means in her power to complete such Railway communication at the "earliest practicable date, and that surveys to determine the proper line for such Railway "shall be at once commenced; and that a sum of not less than One Million Dollars shall be "expended in every year, from and after three years from the date of Union, in actually constructing the initial sections of such Railway from the seaboard of British Columbia, to "connect with the Railway system of Canada."

I move this Resolution, Mr. Chairman, as being the practical bond of Union between the Dominion and this Colony. I leave it to other members to discuss the details. I merely say that three years is the time deemed necessary to make preliminary surveys, and the expenditure of a sum of \$1,000,000 is the best practical guarantee that the work will be done. The Dominion would not submit to the expenditure of such an amount if they did not intend to push the work forward as quickly as possible.

Hon. Mr. DECOSMOS—Sir, I do not claim any honour in connection with the Resolution respecting the Railway. I am perfectly willing to accord the praise that is due to the originator of this clause, but think a portion of it a great mistake. I do not altogether like the way in which these Resolutions are got up. I don't like the preamble as to "real union." In all these Government Resolutions there is something of a "catching" character; little hooks to catch the popular vote. Material union can exist without railroads. Look at the real union between this Colony and Great Britain. People who were here in 1859 may recollect how safe they felt during the San Juan difficulty, and subsequently during the Trent affair. There was then a physical union; we felt that we should be protected by force if necessary. I believe that I was amongst the first or second of those who moved in the matter of the trans-continental coach road. But whilst on this subject I will take occasion to do justice to the memory of the gentleman who proposed the Overland Railway through British America. It was during the administration of Sir Robert Peel, in 1844 or 1845, that A. W. Godfrey, a bookseller in Halifax, addressed letters to Sir Robert Peel, about a Railway from Halifax to Vancouver Island. Previously, Whitney had proposed his scheme for a Railroad from Texas to the Pacific. Our worthy old citizen, Mr. Waddington, has been distinguished among those who have taken active measures in favour of the Railway. Till Lord Granville's despatch arrived, none of the railway agitators seemed to have made much headway. At the Conference of Delegates from British North America in London, an Overland Railway was considered and described as "a subject of the highest importance, and one to be promoted at the earliest stage that the finances of the country would admit of." The proposition before us shows how great a stride has been made in this matter since 1867. I have no wish to claim any honour or to detract from that which is due to others, but we must recollect that \$1,000,000 a year is not a Railway across the Rocky Mountains. I have, however, year after year, looked upon Railway communication as the only means to settle up the interior of British Columbia. I never could see how British Columbia could be settled up without a Railway to connect Fraser River with Kamloops. I think, Sir, that a different course ought to be pursued by the Government with the Dominion than that proposed. Assuming that the Coach Road may be open in three years,—for I am ready to admit that proposition,—when people settle the country from Thompson River to Osoyoos Lake the farmers must have the means of transport for their various productions. How are they to get them out? I maintain that the true course for the development of the resources of the country is to make a line of Railway from