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be vastly preferable to leaving it open to all comers from all parts of the world, which could not but prove exceedingly injurious to the trade. The existing divisions of the country into districts as recognized by the Hudson's Bay Company is of great importance, inasmuch as such districts have different tribes—a very important fact both for the Indians and the trade.

If not disposed of as the salmon fisheries the whole trade might be managed by an experienced Board of Direction. This would be the best for the country, and likely under all circumstances most profitable. This trade is a subject of vast importance, for it involves the living of fully 75,000 of our fellow subjects, and nothing could be more desirable than to direct the affairs of the Indians in such a manner as may be generally acceptable to the chiefs of those great bodies. The principle must be *protection* not *extermination*. Thus, the Indians would become peaceable subjects, and warm adherents to whoever would tend most towards the welfare of the Northern fur trading country.

At the lowest estimate, the value of the exports, that is including the fur obtained from British Columbia, would amount to about \$1,000,000 annually. This, if well managed, it is supposed by competent authority would yield fully half that amount to the revenue of this Dominion. As this whole matter will no doubt receive the consideration of the Government, I would merely say in conclusion that I trust the day is near at hand when British Columbia will become part and parcel of the Dominion. (*Cheers.*)

Mr. MASSON (Terrebonne) had always been opposed to the acquisition of the North West, and to-night he heard from the hon. member for Lambton that he had good reason for that opposition. It seemed that, after all, there were only some 50,000,000 acres of habitable land in the whole territory which was capable of sustaining a population of about two millions of people, giving twenty-five acres to each person. A very different state of affairs to what the House had been led to believe existed. Now, after having acquired the unsettled four-fifths of the territories there, the House was asked to take possession of the remaining settled one-fifth. It seemed to him that having got the worst part of the land, having pushed our boundaries up to the verge of the wilderness, the House need hardly hesitate about extending the Dominion to the Pacific. Then, with respect to the railway, he believed it would be better to construct it with as little delay as possible, and he believed the Government policy to be the correct one.

Mr. CARTWRIGHT doubted whether \$100,000,000 was a sufficiently large estimate of the cost of constructing a Pacific Railway 2,500 miles in length. The House should consider well before taking upon the Dominion such a debt as they were now asked to bear. The present obligations of the country either actually incurred or to be incurred amounted to not less than \$130,000,000. Then they were asked to increase it

\$6,000,000 by this measure, and besides the minimum cost of the Pacific Railway, which was \$100,000,000. This would give a total debt of \$240,000,000, which would place on each family in the Dominion a debt of \$125. The result would be to ruin our credit at home and abroad. Then the Government proposed to give to this railway a grant of land amounting to 100,000 square miles—a tract of country equal to the whole New England States, or to New York, Pennsylvania and Ohio. He believed if the people of British Columbia who had shown such a liberal spirit in these negotiations were informed that it would be physically impossible for this Dominion to undertake the construction of a railway at a cost of from \$100,000,000 and complete it within ten years, they would consent to a modification of the terms proposed to this House. He was strongly in favour of the Union and was willing to go as far as it could safely be done to consummate Confederation by the admission of this colony into the Dominion. But the House should be careful before risking the safety of the Confederation by incurring a burden of debt under which they might sink.

Mr. YOUNG said that while he was a Unionist, he felt that the measure before the House was objectionable. He was of opinion that the Dominion should not seek to incur large indebtedness to secure the admission of British Columbia into the Union until all the Eastern Provinces were added to the Confederation. Under any circumstances there were provisions in this Bill which were objectionable. Chief among these was the departure from the established principle of representation. He referred to the proposed railway, and read from a report of Mr. Fleming on the subject an extract to the effect that the engineering difficulties to be overcome were startling in their magnitude, while the cost of keeping the road in running order would alone render it a formidable undertaking, being not less than \$10,000,000, and until the gross annual earnings of the line should reach \$14,000,000, the railway would not pay the expenses connected with maintaining it. Speaking of the financial aspect of the measure he quoted statements as to the charges on the Government. And the revenue to be derived, showing that British Columbia would receive \$225,000 more than she paid in, and even that calculation was contingent on the continuance of the tariff now in force, which was very uncertain. He maintained that these conditions were not fair to the rest of the Dominion, and the result would be that the finances would go back to the chronic state of deficiency that had existed some years ago.

Mr. BLAKE desired to call the attention of the House to the single point before it. As one who was always desirous that the Union should be created, and that the express objects of the Union Act, which contemplated the admission of British Columbia, should be consummated as rapidly as circumstances and prudence would permit. He retorted on those who had uttered it, the accusation that he was desirous that the Union should be consummated. He had been at a loss how an Administration basing its claim to public confidence on professions of representing the Great Union Party