

would have to be made in any case. As to the railway, the people of British Columbia had only asked for an expenditure of a million yearly, and even if that were continued in perpetuity it could not represent more than twenty millions. Those people had never presumed to demand that the line should be completed within a given time, and the proof that they had not done so had been shown by the Minister of Inland Revenue himself, who had argued that it was Canada that wanted the railway and not British Columbia.

Hon. Mr. MORRIS stated that what he had said was that, throughout the discussion, the matter of the railway had been deliberately treated as if the whole benefits were to accrue to British Columbia, whereas Canada also had an equal interest in the work.

Hon. Sir A.T. GALT said he could not admit the statement that if the Government's resolutions were carried, Parliament would still retain the control of the matter. The details of the measure might come before them, but the obligation would remain that the work must be carried through *coûte que coûte*. Five years ago, it had been decided that the Intercolonial Railway could not be undertaken without an Imperial guarantee; five years ago, the Province of Canada had to take a portion of the circulation of the country to meet her floating debt; two years ago, the Government had to borrow \$2,500,000 from the Bank of Montreal, to enable them to say that the money borrowed for the Intercolonial was still within their control, and only one year ago, the Finance Minister had to ask an increase of 5% on all duties to provide against a possible deficiency of revenue, but yet, when it now fortunately happened that we had a surplus, it seemed to be believed that this state of things must continue, and that it was safe to incur any amount of obligation. He thought the people of British Columbia, if they really desired union, would be quite satisfied that the Dominion would construct a railway as rapidly as her resources would admit, and would not ask for any more. He hoped and believed the House would confirm the amendment of the member for Lambton.

It being 6 o'clock, the House rose.

AFTER RECESS

Mr. OLIVER resumed the debate arguing that the Pacific colony should be admitted into the Union on the same terms as the other provinces. He denied that those who favoured the amendment were opposed to the admission of British Columbia, or even to the building of the Pacific railway. He favoured these schemes, but thought we should consider the effect of such a very large expenditure at the present time. He considered that to allow six gentlemen from British Columbia to take their seats as representing only 100,000 people, was unfair to the other parts of the Dominion. Another feature in the scheme was unfair. The debt of British Columbia was taken at \$1,666,620, which was assumed by the Dominion. This amounted to \$20 odd per head of the population, whereas in Quebec and Ontario the amount per head of debt assumed by the Dominion and subsidies was only \$2.07. It had been proposed that thirteen million of acres of lands running

alongside the railway should be appropriated. If so, these lands would be a constant cause of expenditure for management and surveying. (*Hear, hear.*) It would be better that these lands should remain in the lands of the Local Government of British Columbia; otherwise they might pass into the hands of land speculators, a state of things which would prove ruinous to the settlement of the country. If these lands were not locked up, they would be sufficient to support a population of two millions, and it would be better that a money bonus should be given and these lands opened up to the people for settlement. (*Hear, hear.*) He believed that the railway should be prosecuted with energy, and all the money that could be spared spent upon it. That was the proposition contained in the amendment before the House. It was the duty of the Finance Minister in introducing this scheme, which pledged the country to complete the road in ten years, to tell the House where the money to build it was to come from. He calculated that our present debt, and obligations already or soon to be incurred, would amount to \$127,000,000, and if to this were added \$100,000,000 for the Pacific Railway, the amount would be \$227,000,000; the interest per annum would be \$11,350,000. He for one was not prepared to go that length. To do so would injure the present and future prospects of the Confederation. He would support the amendment.

Mr. MAGILL was in favour of bringing all British North America into the Union, but on terms equitable and fair to all the provinces. The terms proposed by the Government were not of that nature, and if the measure were carried, it would have the effect of driving immigration from our shores. It was proposed to sap the very foundations of the constitution which had been framed with such care and at such a cost. It was too much to expect this colony with its 13,000 of a population to override our constitution and create dissensions in this Dominion with its four millions of people. He protested against the position in which the Government had placed the House by bringing down this measure, framed by themselves, without having had the opinion of this House or of the people of this Dominion on the subject, and say that it should not be altered in any degree. It was unfair and he, for one, should record his vote against it. (*Hear, hear.*)

Mr. COLBY believed that the hon. member for Lambton expressed the opinion of the whole country when he said that it was desirable to bring British Columbia into the Union, that it was expedient to prosecute the construction of the Pacific Railway and to commence and push it through as soon as the financial condition of the country would permit it. That was exactly the policy announced by the Government. They brought down no cast-iron treaty. No one supposed that if they failed to complete the railway within the 10 years they would be guilty of a breach of faith. They proposed to do their best to complete it within that period. All the opposition which had been offered to this measure now before the House, had been presented in exactly the same manner as the opponents to Confederation had fought against the Union in the past. He would not be surprised if the people of British Columbia should fail to obtain this union with Canada, if they looked to the United States for the introduction of capital to open up their country.