

this railway according to the terms or take the alternative of releasing us from the Confederation," I would take the alternative.

Such an expression with reference to a small province, having but a nine voiced speaking power in Parliament was unmanly."

Hon. Mr. SCOTT—He was not a member of the Cabinet then; he was responsible to no one but himself for his language.

Hon. Mr. CARRALL said he quoted this as an illustration of the utterances of public men on this question. The speech continued:—

"I believe that is the view of the people of this country, and it may as well be plainly stated, because such a plain statement is the very thing which will prevent British Columbians from making such extravagant demands. If these 2,000 men understand that the people of Canada are prepared, in preference to compliance with their various demands, to let them go, and to have them build the Columbian section with their 10,000 people, their tone shall be more moderate, and we shall hear no more talk about secession. The principal person who has spoken hitherto is Sir John Macdonald, who almost invited it in his election speech during the late contest. They won't secede; they know better. Should they leave the Confederation, the Confederation would survive and they would lose their money. (Laughter.) With regard to the sections of the railway which involve the communication between our eastern seaboard and our great Northwest, the utmost diligence is being used to put them under contract."

In the same speech the hon. gentleman went on to speak contemptuously of the resources of British Columbia. Now, he professed a much more comprehensive knowledge of the country than the Minister of Justice, and he could state that it was wealthy and rich in everything which formed the elements of a great nation. It was prosperous too. Its exports of gold amounted to \$3,000,000, and its coal exportations were vastly on the increase. Its revenue this year would amount to \$600,000. The Province came into the union with a debt of \$1,100,000, and at that time, under its own tariff, had a revenue of \$500,000 a year, which would pay off the debt in about two years. The Minister of Justice spoke of the paucity of their numbers and the largeness of their representation. He wished they had a larger representation; but they had as good a right here as the members for Ontario and Quebec; and he defied the hon. gentleman to point to six constituencies, excepting the larger cities, which had more than \$600,000 revenue.

Hon. Mr. LETELLIER DE ST. JUST thought the hon. gentleman was mistaken as to the revenue. The revenue for 1874 was \$450,000.

Hon. Mr. CARRALL said he spoke of the revenue of the present year. The

collector told a friend of his that it was \$500,000 up to November, and that he confidently expected it would touch \$600,000. There was a great deal of irritation in the Province owing to the attitude of the Government and of public men. The railway was promised them, and rails were purchased in England and sent out with a great flourish of trumpets, and it was no wonder they should feel sore at the present condition of affairs. Americans laughed derisively when they saw the piles of steel rails along the coast and the significant fact they suggested, and every one having the interests of British Columbia at heart, was greatly dissatisfied. It was unfortunate that all this should come of the settlement of the feud between two Cabinet Ministers. The confidence of the British Columbians was not only shaken in the Government by their unfriendly, or no policy, but in the whole Canadian people. He desired to say that he, for one, had every confidence in the Canadian people. It had been his lot in the last two or three years to traverse vast portions of the Dominion; he had been in all the Provinces but two, and had mixed in various grades of society, and he found among the ranks of the gentlemen who supported the Ministry, as well as among the Conservative party, the prevailing idea to be that the railroad should be constructed. He did not propose to talk secession, for there was not in the world could drive his Province from the Union as long as he could prevent it, for it was the dream of his life to see the Confederation of the Provinces consummated, and he appealed to the House to force the Ministry to do what was right in the premises. In Lord Carnarvon's compromise document, he said in clause 17:—

"I have now only to repeat the strong desire which I feel to be of service in a matter, the settlement of which may be either simple or difficult according to the spirit in which it is approached; a question directly bearing upon the terms of Union may, if both parties to it will waive some portion of their own views and opinions, be well entrusted to the Imperial authority which presided over that union, and not improperly, perhaps, to the individual minister whose fortune it was to consider and in some degree to shape the details of the original settlement under which the Provinces of British North America were confederated, and British Columbia ultimately brought into connection with them. If indeed the expression of a personal feeling may, in such a case as this, be indulged in, I may perhaps be allowed to say how sincerely I prize the recollection of the share which I was then permitted to have in that great work, how deeply I should grieve to see any disagreement or difference impair the harmony which has been so conspicuously maintained by the wisdom and good feeling of all parties, and how entirely your Lordship