

claim for land in that Province is without a color or shadow of right to support it. Nothing but the circumstance that Mr. Trutch who raises this question, was one of the delegates who visited Ottawa, in 1870, to negotiate the Terms of Union, makes it worthy of consideration. It is this fact that has induced me to collect these Extracts, &c., together, and place them within the reach of those who might otherwise be led to believe, that there is some truth and justice in the claim put forward by Mr. Trutch. If new terms respecting the Railway lands had been proposed, the proposal, whether judicious or not, would have the merit of being honorable; but the attempt to import a new provision,—one never before hinted at,—into the Railway Land Clause is, to say the least, highly discreditable; and certainly is most unworthy in one who undoubtedly knows better.

To understand this question thoroughly, it is necessary to know the origin of the Railway Land clause of the Terms of Union.

On reference to pages 1 and 11, it will be noticed that British Columbia proposed that her population for financial purposes be estimated at 120,000; "but finally agreed to accept the basis of the actual population, namely, 60,000." On this basis the subsidies stood (see page 2) as follows:

5 per cent on difference between actual and	
allowed debt	\$ 33,289 71
60,000 inhabitants @ 80c. per head.....	48,000 00
Annual subsidy	35,000 00
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Total	\$116,289 71

This total was nearly \$100,000 less than the Legislature of British Columbia had authorized the Delegates to accept. Unless that sum could be made up in some way, it was useless to continue the negotiations. As no expedient was at hand to make good the deficiency, the negotiations were adjourned till next day. Next morning, Sir Geo. Cartier entered the Privy Council Chamber and stated that Parliament had offered Newfoundland, \$150,000 a year for ever for all her Crown Lands, and that he proposed to give British Columbia, \$100,000 a year for ever for a belt of land not exceeding 20 miles in width on each side of the Railway. This was promptly accepted; and Mr. Trutch immediately drew up the Railway Land Clause,