

have been considered as a part of the main line.

"The Government would immediately open up a road and build a telegraph line along the whole length of the railway in the Province, and carry telegraph wire across the continent. To a country like British Columbia it is conceded, however, to be an important point, that not only the prompt and vigorous commencement, but also the continuous prosecution of the work of construction within the limits of the Province should be guaranteed. In order, therefore, to secure an absolute certainty in this direction, the Dominion Government are disposed to concede to British Columbia, that the moment the surveys and road on the main land can be completed, there shall be in each and every year, and even under the most unfavourable circumstances, during the construction of the railway, a minimum expenditure upon works of construction within the Province of at least one million five hundred thousand dollars." I wish hon. gentlemen to observe that this offer was made without reference to the "predicates" of 1871, 1872, and 1874, that taxation should not be increased for the building of the Pacific Railway. These negotiations of Mr. Edgar proved a failure, and I have always maintained that the Local Government acted injudiciously in not treating with the Dominion agent in a fair spirit, and telling him at least what they wanted. The Provincial Government then petitioned Her Majesty, setting forth their grievances, and praying that the Dominion Government might be urged to carry out the terms of union. The Secretary of State for the Colonies, on receiving the petition, and the answer of the Dominion Government thereto, expressed his pleasure at the conciliatory manner in which both parties had approached the subject, but I am afraid that the recent Minutes of Council of both Governments will not produce the same good impression. The Secretary of State then proposed a certain arrangement in settlement of the questions in dispute, which he considered would not press heavily on the Dominion, and would be fair to Columbia. His Lordship's recommendations are the same as the Edgar proposals, excepting as to yearly expenditure, which was to be two millions instead of one and a half millions. His Lordship remarks that even Columbia will receive considerably less than was promised to her as the condition of entering the Dominion. The Dominion Government after some further correspondence accepted the settlement of the Secretary of State by Minute of Council

dated 18th December, 1874, and as an evidence of such acceptance, brought a bill into Parliament last session to give effect to a part of the settlement; the fate of that bill we all know—and we know that British Columbia was at that time sacrificed to party spirit. Every hon. gentleman in this Chamber no doubt thinks (and would feel indignant at being told otherwise) that the legislation of this country is founded on principles of justice which acknowledge the right to protect the interests of the minority as well as of the majority, but in this instance I am sorry to say that an act of injustice was done. The failure of that bill, however, did not cancel the claims of the Province. If there is any virtue in promises and obligations solemnly entered into, whether under Act of Parliament or Minute of Council, they should be adhered to, and not set to one side to the injury of any Province. The Premier, in a speech at Sarnia in October, 1875, announces that serious "modifications of the terms with British Columbia will be necessary, and that fresh proposals were to be made, and that British Columbia deserved every consideration." With the Earl of Carnarvon's bargain unfulfilled, this announcement gave rise to much uneasiness in the Province as foreshadowing future delay and fresh negotiation—the Carnarvon recommendations had only been agreed to a short time before, and now they are virtually set aside before any part of them is fulfilled. These fresh proposals were embodied in a Minute of Council dated 20th September 1875, and reached British Columbia the following November. The Local Government imprudently attributed motives for this delay, which I do not endorse; I am willing to believe that the delay was occasioned through the neglect of the official whose duty it was to attend to this matter. The Minute recites the Edgar proposals and the agreement with Earl Carnarvon, and offers a compensation of \$750,000 under such ambiguity, that if otherwise willing to accept the offer, the Local Government could not do so, as it could easily be construed into compensation for indefinite delay upon the whole line, although we are assured by the hon. gentleman at the head of the Government that the offer had reference only to the Esquimalt and Nanaimo Railway. Had this Minute contained an assurance that the other portions of the Carnarvon recommendations would be carried out, the dissatisfaction would not have been so great, but there was no such assurance. This offer of compensation was declined

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