

political and commercial necessity for her to do so, and that she wanted British Columbia chiefly for the purpose of making this railway through our country to the Pacific. Under these circumstances we were ready, we were desirous of entering into this Confederation. In the early part of these remarks I told you that, we in British Columbia had been led to expect, from the utterances of her public men and from the views expressed by her journalists, that the union of British Columbia with the Dominion would have met with the hearty approval of Ontario, that the construction at once of the Canadian Pacific Railway would meet with her ready support, and I intimated to you, Sir, that I knew that British Columbia would be, as I was, astonished at the position taken by many members of Parliament from Ontario. And in support of that position I pray you to allow me to read to you an extract from the *British Colonist* of the 15th March, published in Victoria, which I received three days since. In a leading article our Victoria editor writes as follows:

"British Columbia owes much to the *Toronto Globe* for the force and ability with which it has lately pressed upon the Dominion of Canada the necessity for a loftier, a bolder, a more vigorous, and truly national policy with respect to throwing open the great North West and pressing onward to the Pacific. Our big contemporary is doubtless not altogether free from faults and fallings, but this one virtue ought to cover a multitude of sins to the eye of British Columbia at least. In a recent number of the *Globe* we find a very able leading article upon the subject of the Canadian Pacific Railway. Our contemporary alludes to the argument so commonly put forward by our American neighbours, viz., that the American Northern Pacific Railway, running, as it does near the boundary line, and draining, as it will, the British possessions lying to the north of the forty-ninth parallel, must forever forbid the idea of a Canadian Pacific line proving a success, if indeed it does not forbid the idea of such a line ever being built. To this our contemporary the *Globe* well replied:—

I may remark that the following extract is quoted by our editor verbatim from the *Toronto Globe* of the 3rd February, as I have ascertained by reference to a file of that journal:

"The main line of the North Pacific at no point of its route approaches within a hundred and fifty miles of British territory, while in general it is at a much greater distance from the boundary line. Supposing our great lakes blotted out, and a wilderness of a hundred and fifty miles stretching along the whole border line of Ontario, would any one argue that a railway far down in Pennsylvania and New York would be quite sufficient to develop the resources of this country, and that all Canadian lines would be really so much mowed down? Yet such an argument would not be so foolish and inconclusive as what is urged against the construction of a great Canadian Trans-Continental Railway."

"The proposed route of that undertaking is, on an average, four hundred miles north of that being made from Danuth, and instead of being, as a large part of both the American lines must be, through an incredible desert, it runs through a country which, in fertility and climate, will compare favorably with any part of the North American Continent."

"When this has been stated, nothing else is necessary. Any person of ordinary intelligence can see at a glance that a railway which never, throughout its whole course comes within a hundred miles of the border line of a country, can do very little to develop the resources of

that country. It is better than nothing, but this is all that can be said in its behalf. The immediate territory through which it runs would be benefited chiefly, and in the first place and all beyond only incidentally, and after the lapse of many years."

"Instead of the fact that the North Pacific is under construction being an argument for allowing the Canadian project to lie in the meanwhile in abeyance, it affords the strongest reason possible for its being pushed through without delay. Politically it is a manifest and pressing necessity, while commercially it is as evidently of the very highest importance for Canada. In this way alone can this country have any chance for a fair share in lucrative trade with the North-west which will assuredly spring up, and in the varied traffic with the Pacific world which to a great extent will pass through Canadian territory, if once what will be the shortest and easiest route from ocean to ocean is in working order."

The British Columbia editor on this remarks:

"Our readers will agree with the foregoing, while they will most heartily endorse and enthusiastically applaud the following paragraph with which the *Globe's* article concludes:

"Our neighbours know the value of the prize involved, and are making gigantic efforts to secure it exclusively for themselves. Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry through our own territory, and in putting things in a fair way for the Canadian Pacific Railway. It is a question not merely of convenience but of national existence. It must be pushed through at whatever expense. We believe it can be so pushed through, not only without being a burden pecuniarily upon Canada, but with an absolute profit in every point of view. Without such a line a great British North America would turn out an unsubstantial dream; with it, and with ordinary prudence and wisdom on the part of her statesmen, it will be a great, a glorious, and inevitable reality."

I cannot imagine any stronger argument in favour of the immediate construction of the proposed railway, by even its most enthusiastically interested British Columbian advocates, than that here urged by the editor of the *Toronto Globe*. This work which he so pressingly insists on as a political necessity, and as of the highest commercial importance, we proposed to you to undertake; and this work you have engaged to commence at once, and to complete at the earliest practicable period, that is to say, as we have estimated, in ten years from the date of union.

THE TEN YEARS' LIMITATION.

And now, Sir, I speak with special care, as I desire that full weight should be given to every word I utter on this point, that is to say, as to the understanding which I had when this clause was framed, and still have, of the intention of this engagement by the Dominion to construct the Canadian Pacific Railway within ten years. When we came to you in June last, we proposed that you should build at once a coach road from Fort Garry to the Pacific, and within three years begin a railway, and we sought to bind you to spend a million of dollars annually on the section of this railroad in British Columbia, and to complete its construction with the utmost possible despatch. We fully understood then that once the road was commenced, it must be urged to its completion