

towards the construction of the Pacific Railway. It was understood that this arrangement was generally satisfactory to the people of Canada as it was to the people of the Province. He was reminded of the burning eloquence of the Minister of Justice on this question, who, in a moment of anger, voted against the Bill. The British Columbians paid the penalty of his anger, and had suffered from it on many other occasions; but the dissatisfaction which permeated the chambers of that hon. gentleman's mind also spread to this House, and the Bill was defeated by a majority of two followers of the hon. gentlemen opposite. Every one in the Province was confident the Carnarvon compromise would be carried out, but the next thing they got was the Minute of Council of the 20th of September. That minute, after its passage, was detained seven weeks before being sent to British Columbia. The contents of that document were rather remarkable, and an idea of their nature could best be gathered from the following extract:—

"It would seem reasonable that the people of British Columbia should construct this work themselves, or (if they think other local public works more advantageous) should, in lieu of this, themselves undertake such other local public works, and that the compensation to be given them by Canada for any delays which may take place in the construction of the Pacific Railway should be in the form of cash bonus, to be applied towards the local railway, or such other local works as the Legislature of British Columbia may undertake, Canada also surrendering any claim to lands which may have been reserved in Vancouver Island for railway purposes."

When that minute arrived in the Province it received the attention of the best minds among them, but no one could tell what it meant. The only conclusion that could be arrived at was, that the sum of \$750,000 was offered for the relinquishment of the Esquimalt and Nanaimo Railway. Had the document been less ambiguous and more frank, their ordinary intellects might have grasped its contents, and probably have seen something else in it. Complaint had been made as to the language of the rejoinder, but there was no desire to wound anybody, and it was at least as respectful in tenor as the minute which the Dominion Government sent in reply. The *Globe* at first took the view that the \$750,000 was for compensation for the abandonment of the scheme; but a few days subsequently it gave a different interpretation, which showed the great difficulty even the friends of the Government had in gauging its exact purport. The stand taken by

Ministers was, that there was no money to devote to the work. What had become of the Cartwright loan, on the guarantee that Sir John Macdonald got from the British Government with respect to the Washington Treaty? The money had to be expended for railways.

Hon. Mr. SCOTT—And canals.

Hon. Mr. CARRALL—The Canadian Pacific Railway. He would venture to show it. The minute from this great Dominion of Canada to a small province had the following passage, which was sufficient to irritate any people, and would justify any disrespectful remarks (if there were any) in the rejoinder:—

"The Committee cannot but observe that the spirit which, ignoring the general welfare and the importance to the whole of Canada of avoiding disaster from a premature commencement and a reckless prosecution of the Pacific Railway, presses so urgently for an enormous expenditure with a view to reap vast profits for the small population amongst which it is to be made, is hardly calculated to induce the people of Canada to second the Administration to redeem as far as they can the appalling obligations to which, by the terms of union, the country was committed. The Committee remark with regret that the Assembly of British Columbia should have expressed their entire agreement with the views and statements set forth in the minute of the Executive Council of that Province, dated January 4th, 1878, which, besides some allegations and arguments substantially repeated in the address, contains, with reference to the transmission of the minute of Council of September 20th last, imputations upon the honour and good faith of the Canadian Government so gross that they must decline to discuss it."

He could not regard the intention of the minute otherwise than *unintentional*, and that the present British Columbia Government had made a *grave* and perhaps *unpardonable* error in this matter. They should have acted candidly and fairly, and if unable to arrive at a more satisfactory conclusion, should have fallen back upon the reserve supply of mediation in Downing Street. This policy had had a damaging effect upon British Columbia in more ways than one: it had prevented a great deal of settlement as well as the development of the coal mines. The public utterances of statesmen had also been of a character calculated to irritate the people of the province and discourage loyalty. Men of gigantic, herculean intellect, like the Minister of Justice, who should teach the people to practise forbearance or Christian charity, had used language on a public platform at Aurora unbecoming to any statesman or public man. He said:—

"If under all these circumstances the Columbians were to say: 'You must go on and finish