The Weekly British Colonist.

Wednesday March 23, 1870

## The Railway and Coach Road.

The discussion upon Section 8 of the Government Confederation Programme occupied the greater part of Wednesday and Thursday. The discussion was not altogether devoid of interest. It was at times marked by ability. The language of the section is that 'No real union can exist between this colony and Canada without the speedy establishment of communication across the Rocky Mountains by Coach Road and Railway.' On this proposition the House was somewhat divided. The right wing held that although such communication was essential to a prosperous and satisfactory union, yet 'real union' might exist without it; and the case of California and other States and Territories on the Pacific was alluded to in support of the position. The left wing went beyond the language of the section itself, and declared that no union, real or unreal, could exist without railway communication. Representing this view, Mr Wood moved a resolution asking the Governor to make the construction of the railway a *sine qua non* of negotiations, and not to submit any conditions to the people for their acceptance which did not include it. This resolution was objected to upon various grounds; chiefly because it proposed unduly to hamper the Governor in conducting negotiations, and because it was asking a House at best quasi-representative to arrogate to itself the right of pronouncing a verdict which the people alone had the right to pronounce. It was for the Governor to obtain the most favorable terms from Ottawa that would be granted and submit them to the people for their acceptance or rejection; and should these terms not include the immediate construction of the railway, a very improbable contingency, it would be for the people, not the present Council, to decide whether they would elect to join Canada. The resolution, as it deserved, met with little favor. The amendment moved by Mr DeCosmos caused considerable discussion, but received little support. To make it a condition that an interior section of the railway shall be the initial section, in all likelihood ultimately to bear the relation of a *branch* instead of an integral part of the great trunk railway, was a proposition at once so unreasonable and absurd as to render it difficult to believe that it was made in sober earnest. The single consideration of expense in moving materials from the seaboard to the proposed place of construction would alone put the scheme out of the question. As was so clearly pointed out by the Chief Commissioner, the railway condition was advisedly couched in the most general terms, as it must be left to those who applied the capital to select the best site for the line as well as for its terminus. The opinion of the Chief Commissioner upon such a subject is entitled to no little weight; and it was most satisfactory to hear that gentleman state that he not only believed the Canadian Pacific Railway to be a Dominion and Imperial necessity, but that he regarded it as an eminently practical undertaking—one which would be pushed to completion much sooner than most persons appeared to think; and, moreover, that the cost of its construction would not exceed two-thirds of that of the Union Pacific. While it was his decided opinion that the railway would follow down the valley of the Fraser, he still held that it would be highly improper to attempt to bind the Dominion Government to any particular route or termination. In these views the house very generally concurred, and hence the section was sustained and passed, accompanied by only one amendment, and that was the recommendation moved by Mr Robson, asking the Governor to have that link of the great trunk road of the colony lying between Yale and New Westminster included in the coach road which the Dominion Government is required to construct within three years from the date of the admission of this colony. That the recommendation will be complied with by the Executive may reasonably be inferred from the large official support it received in the House. Indeed, it is difficult to conceive how so reasonable a proposition could be rejected. It is surely not less important than a connecting link in the very centre of settlement and commercial traffic should be supplied than that the trunk road should be extended beyond the present confines of population. Essentially the break in land communication between the seaboard and the interior is a great evil. How much more would it be so under the new conditions superinduced by impending changes. To supply that connecting link would appear to be a necessity, considered altogether apart from the immense local development which it could not fail to promote. The construction of that section of the great trunk highway would open up and develope a rich agricultural district, capable of contributing greatly towards supplying the demand created by the larger Dominion north of this side of the Continent. In no sense should it be regarded in a local light. Essentially a part of the trunk coach road from the seaboard to the other side, it lies, in all probability, on the track of the railway, and it would be a grave mistake to leave it out of the conditions. It must not be forgotten that navigation between Yale and New Westminster is indifferent at best, and is absolutely suspended during four or five months in the year. It would never do, therefore, to be solely dependent upon water communication at a time when large public works are being carried on both on the seaboard and in the interior.

Saturday, March 19

## Legislative Council.

THURSDAY, March 17th, 1870

COACH ROAD AND RAILWAY.

Mr DeCosmos in a very elaborate speech reviewed the railroad scheme proposed by the Government, complaining of its indefiniteness and giving it as his opinion that the road would not be built as soon as hoped for, and stating from his knowledge and travel that the route through which this road would pass possessed less favorable facilities for its construction than did the Pacific and Atlantic road constructed through the United States, and that the cost would reach 150 million dollars. He further spoke at some length on his proposition to embrace in the Terms the commencement of a railroad from Yale to Kamloops Lake to be completed in 5 years.

Mr Holbrook supported the motion of the hon member for Victoria District. He thought the expenditure of one million a year on a road east of the Cascades would be of much greater advantage to this Colony than to commence at the seaboard.

Mr Ring said he thought the Council were discussing the desirability of having a railroad from Canada to British Columbia; he was not aware that they were discussing an engineering scheme. He approved of a simultaneous construction at both ends and also a simultaneous survey, but he now apprehended that they were discussing the topography of the route. He thought discussing collateral contingencies a waste of time at the present.

The Chief Commissioner said he thought he had made himself perfectly clear in his statements yesterday. He seemed however to be misunderstood by the hon member for Victoria District. The scheme he proposed was a grand one. Nothing was said of the route. The belt of survey over which the road would pass being four or five hundred miles wide, anything like locality was avoided. He did not expect the Dominion Government would undertake directly its construction. It is not the way such works are now done. The most natural and proper way is to assist a company. Such works by a government were looked upon as a fallacy. Why should we state that the road should commence at Yale when we dont know that the road will come to Yale at all. He would not go so far as the Hon member for Victoria City did yesterday in saying that the Government scheme was a railway.

Dr Helmcken—That was my own private opinion.

The Chief Commissioner—I am glad to hear that. It is not the mind of the government. He (the Chief Commissioner) understood that an impression had been made upon the public mind that the paltry sum of one million dollars a year would take a long time to build the railroad. If the road was taken hold of it would not be one million a year but, perhaps, twenty million. Could it be supposed that the parties who undertook to build this road would prolong it a great number of years? The road would not pay anything until it was completed. The one million a year was a mere nominal sum to secure a commencement.

Mr Robson said one objection to commencing the railroad at Yale would be the cost and difficulty of transporting the material from the seaboard. A great portion of the year the navigation of the river would be closed to steamers.

Mr Drake said the clause was the pivot of the whole scheme. He hoped hon members would remember that heretofore. This railroad was a gigantic undertaking and would cost more than the entire debt of Canada at the present time. We are told that we are not to accept union without this condition—[no! no! from several]—Well, that seemed to be the general opinion of this Council. Let us suppose Canada accepts the Terms; what guarantee is there that she will fulfil them? Canada will rule here under the form of government that is to be imposed upon us just as we are now ruled by our present government. If in three years Canada refuses to carry out the conditions how are we to enforce them? Repudiation is not to be thought of, and what other means will we have of getting out of the Confederation? We may suffer from any amount of dissatisfaction, but we cannot get out—we are bound to all eternity. There should be a penalty of $50,000 attached.

A Member—How could we enforce the penalty?

Mr Drake—How can we enforce any of the conditions? The only way is to have some security.

A Member suggested the endorsement of President Grant.

Mr Drake said that would do. He thought Canada was too poor to guarantee such a work as this. She had to go to England for a guarantee for £300,000 to pay for the Northwest Territory. It had been said that the Canadian statesmen were of unbounded ambition, and he did not know how far that unbounded ambition might carry them.

Mr Robson said he would not condescend to reply to the aspersions cast upon Canadian statesmen. Such remarks could only come from those who know least about the men they malign. He was a Canadian, and was proud of being one; but in the matter of making Terms of Union he would be as exacting as any member of this Council. He would have all the conditions well understood, and would have them put in black and white; but he would ask no endorsement from any other source. When this agreement is completed between British Columbia and Canada, we would have the endorsement of the Queen by her proclamation. It was not true that if Canada repudiated we would have to remain in the union. The Imperial Government would never permit any such gross wrong and violation of the conditions of its own scheme. If we had not the guarantee of the Imperial and Canadian Governments we might listen to such expressions of doubt. The remarks about Canada seeking England's guarantee for the purchase money of the Red River country, reveal an equivalent amount of ignorance. The Provinces of Ontario and Quebec alone had over four millions of dollars now lying on deposit; but it pays the government to borrow money from England at a low interest that they may get a larger interest for their own.

Mr Wood said this was, beyond all question, the most important of all the Terms, and it behooved us to be most careful as to the security. He, with much warmth, pointed out the danger of trusting Canada and suggested the probability of a change of government and the possibility of a new Ministry repudiating the acts of their predecessors. That this would be only a colony of Canada and the government influence could at any time get a vote of this legislature to relieve them from the fulfilment of the conditions. He characterized the idea of an Imperial guarantee as ridiculous. This road, in his estimation, could be of no service to England except as a military road, and her people would scout at the idea of guaranteeing such a scheme. He doubted Canada's accepting the terms and thought they would come back to this colony shorn of this most important condition, and of course the government, as it will be constituted, will have power to cause any terms to be accepted. The hon gentleman moved an amendment making the railway a *sine qua non* of union, and concluded his remarks by saying the condition which he most preferred to see was not embraced in the scheme. That was constitutional power. Give us power of legislation and he would accept Confederation to morrow.

Dr Carrall said he would not attempt to reply to the *ignis fatuus* remarks of the hon Mr Wood. He asked pardon for using his name—but he knew of no parliamentary vocabulary in which to address him—but he could not suffer some of his remarks to pass unnoticed. He (Dr Carrall) from time to time, in the Council and elsewhere, had certain gentlemen who endeavored by innuendo, by insinuation and by plain, open slander, to belittle the statesmen of that country which he called his own—questioning not only their ability but their integrity. The versatility of spleen displayed by the hon gentleman who last spoke only shows the bitterness of the mind that conceived it. The statesmen of Canada needed no defender in this Council. Their reputation and name were too well known and acknowledged in England and throughout the world to require his feeble praise in their behalf. He was astonished to hear members talk about insufficiency of guarantee, knowing as they must that in the agreement England becomes responsible. Who he would ask, ever knew of a ministry in England going back of the plighted word of the ministry that preceded them? He had yet to learn the first instance of a Tory or a Liberal ministry in England repudiating the solemn engagements of each other when the faith of the country was plighted, and he had yet to learn of a single instance where the fidelity of Canada had been betrayed by any ministry. No pledges of a retiring ministry had ever been cancelled by a succeeding ministry. The history of England and Canada forbade any such imputation. The hon member spoke at some length of the advantage of the Terms and of the probability of the fair dealing of Canada towards this colony, and concluded by saying the Governor has told the people they can have responsible government if they want it.

Mr Robson said he should oppose the amendment, as this Council was not the proper body to dictate final terms. This Council was only a quasi-representative body, and it could not fully represent the people. It would ill become this Council, containing members confessedly representing only their own views and interests, to make any condition a test of union in the sense proposed; that is a right belonging to the people, who have not yet been consulted.

Mr Alston said he should oppose the amendment because this Council could not arrange terms. If he should be a member of a new Council when the final Terms are made he would vote against union without a railroad.

Dr Helmcken said we want the railway independent of the communication which it would give us with Canada. The only basis of union that can keep the country together is one common feeling of interest. If Canada will do all she can to advance the interests of this colony, then there will be a union more permanent than could be effected by a railroad—she will gain the affections of the people of this colony. He would say now as he had before; he did not think there was so much danger from Canada as there was from the people themselves. Any terms that come from Canada might be made to appear good or bad by one side. The railway was an essential point—it was essential to Canada and it was essential to us. The Canadian Government could not do a better thing with four millions locked up in their iron chests than to build a railroad from Fraser River to Kamloops.

Mr DeCosmos said he was pleased to hear such remarks from the hon. member for Victoria City. He thought we should look at this scheme from a local point. He had one view of opening up this railway and that was the opening up of the country. The road he proposed would cost $7,000,000 and he thought it might be entertained independent of the great overland road.

The Chief Commissioner said the scheme contemplated a grand overland road. He could not stand up and advocate any local measure and ask Canada to enter into so grand a scheme for the local benefit of this colony. He advocated the scheme as being a grand Imperial necessity to bind together the Dominion. He would not be bound by any special clause in the Terms. He believed that terms could be obtained that the people of this colony would accept. If he could not enter this union feeling that he could heartily co-operate with the people of the Provinces he would not advocate union at all.

Mr. Walkem thought the phraseology of the clause did not carry the meaning attached to it. He thought the language did not imply that the One Million should be expended within this colony. He would strike out the words altogether and make the best bargain we could.

The Attorney General said he would get up to defend his English. He said the language meant that the expenditure should be within this colony and it could mean nothing else. He would oppose any local conditions. He thought the self-interest of Canada would be so identified with this colony that we would require no guarantee. A national sentiment was being developed in Canada that must command influence and respect. He believed if we made terms with Canada she would carry them out with all honor and fidelity.

Mr Robson moved 'That a respectful address be presented to His Excellency recommending that Clause 8 may be altered so as to include the section of the main trunk road of the colony lying between Yale and New Westminster in the coach road which the Dominion Government is to be asked to construct within three years from the date of union.'

The Chief Commissioner moved to amend Clause 8 by inserting the words 'and maintain' between the words 'traffic' and 'such' in the fourth line. Agreed to.

Mr Robson's address regarding the wagon road was agreed to.

Mr Wood's motion to make the railroad a *sine qua non* was lost. Yeas—Dewdney, Holbrook, Drake, Humphreys, DeCosmos, Wood.

Mr DeCosmos' motion to build a railroad from Yale to Kamloops was lost. Yeas—Holbrook Drake, Humphreys, DeCosmos.

Clause 8 was passed as read.

Clauses 9, 10, 11, 12 were passed without amendment.

Clause 13 was passed, the blank being filled with '1891,' and words added by Mr Wood that the number of members to the Commons shall never be less than 8 and to the Senate never less than 4.

FRIDAY, MARCH 18, 1870

Council met at 1 p m. Minutes of previous meeting read and confirmed.

PRIVILEGE.

Mr Woods complained that he had been reported incorrectly in the COLONIST newspaper. Words had been attributed to him that he had not used. He disclaimed having used the words 'political dodge.'

ADMIRALTY JUDGES.

Mr Wood gave notice to move on Monday an Address to His Excellency the Governor to insert in clause 4 in the Terms of Union, 'That the Admiralty Judges be paid by salary.'

TARIFF AND EXCISE.

Mr Drake gave notice to move on Monday a resolution regarding the tariff under Union; also a resolution regarding excise under Union.

SCHOOLS.

Mr Alston gave notice to move on Monday the reading of the bill to amend the School Ordinance.

CONFEDERATION.

The Council went into Committee of the Whole on the Terms of Confederation, Mr Ball in the Chair.

CLAUSE 14, ELECTORAL AND SENATORIAL DISTRICTS.

Mr Holbrook moved to strike out the words 'if any' in the fourth line. Lost.

Mr Humphreys moved that the first senators be nominated by the local Legislature. Lost.

CLAUSE 15, EXECUTIVE CONSTITUTION.

Mr Humphreys moved 'That the Council recommend that simultaneously with admission into the Dominion, Representative Institutions and Responsible Government be inaugurated in the colony.'

Upon which a lengthened debate arose, pending which the committee rose and reported progress.

Council adjourned till 1 p.m. on Monday.

GIVE THEM WORK.—One item in the Estimates recently passed by the Legislative Council is $3000 for the purpose of placing the road between New Westminster and Burrard Inlet in a thorough state of repair. The road stands sadly in need of it. There are now large numbers of men amongst us awaiting the fitting period to leave for our new goldfields, many of whom would most gladly fill up the time by working upon that road, and whose earnings then on would enable them to do better service in the mines. Could the authorities do a wiser thing than set the work in motion at once with this view? To wait till all that are going to the mines have left will be to do it at increased cost as men will be scarce and wages will be higher. We respectfully recommend the Chief Commissioner to give this suggestion his immediate and favorable attention.

ALLEGED BIGAMY.—A policeman who had been a member of the local force for several years was united a few months ago to a young woman, daughter of a farmer on the Saanich Road. About ten days ago intelligence reached the city that the conservator of the public peace had a wife and two or three children residing in Canada, who, since union has become the order of the day, were preparing to brave the terrors of the Rocky Mountains and reunite themselves to the husband and father. Between two days, therefore, the policeman with his island wife made himself scarce and has not since been seen.

SNOWBALLING.—Practical jokers generally yesterday received wholesome advice over the shoulders of a snowballing youth who was brought before Mr Pemberton for exercising his throwing power upon a gentleman passing through Fort street. The Magistrate thanked the complainant for lodging the charge and said he should visit severely any boy or man who might be brought before him in future similarly charged. The youth was discharged on payment of cost of summons.

THE FLYING SQUADRON sailed from Sydney, Australia, on the 26th December for New Zealand. The officers and men of the Squadron received much attention from the citizens of Sydney during their stay at that port.

THREATENING.—Peter Scully was charged in the Police Court yesterday with using threatening language toward his father. Mr Bishop appeared for the accused, who was bound over in the sum of $200 to be of good behavior for six months. The difference grew out of an unfortunate domestic trouble, in consequence of which the lad's parents separated.

THE masts that formerly supported the telegraph wire across the Snohomish river, were blown down by the late gales. The masts were 150 feet high.

ROYAL INSURANCE ALMANAC.—The Royal Insurance Company's Almanac for 1870 is in town. The book contains some excellent suggestions as to the value of Life Insurance which every father of a family would do well to read and adopt.

THE 17th of March was the day on which it was feared the slaughter of the innocent Chinese was to commence at St Francisco Bosh!

SIX panthers have been shot by the Weirs of Metchosin, within a week. The Weir boys are mighty Nimrods.

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Worcestershire Sauce.

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The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

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DR J. COLLIS BROWNE'S (late Army Med staff)

CHLORODYNE,

IS THE ORIGINAL AND ONLY GENUINE.

CAUTION—Vice Chancellor Sir W. P. Wood stated that Dr COLLIS BROWNE was undoubtedly the inventor of CHLORODYNE; that the story of the defendant, Freeman, being the inventor was deliberately untrue which he regretted had been sworn to. Eminent Hospital Physicians of London stated that Dr J Collis Browne was the discoverer of Chlorodyne, that they prescribe it largely, and mean no other than Dr Browne's—See Times, July 12, 1864.

The Public therefore are cautioned against using any other than

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ESSENTIAL USES AND ACTION.

This INVALUABLE REMEDY produces quiet, refreshing sleep, relieves pain, calms the nervous system, secures the regular action of the heart, and promotes a healthy action of the secretions of the body without creating any of those disagreeable sensations attending the use of opium. Adults and young may take it at all hours and times when requisite. Thousands of persons daily owe to its marvellous good effects and wonderful cures, while medical men extol it as the most extensively useful of all remedies. Its value in cases of Cholera cannot be too strongly insisted on. Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Cramp, Rheumatism, Neuralgia, Wakefulness, Palpitation, &c.

EXTRACT FROM MED CALCUTTA JOURNAL

The Right Hon Earl Ripon communicated to the College of Physicians have received intelligence that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See Lancet, Dec 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay "Chlorodyne is a most valuable remedy in Neuralgia, Asthma and Dysentery. To it I mainly owe my restoration to health after eighteen months' severe suffering, and when other medicines had failed."

Dr Lowe, Medical Missionary in India, reports (Dec. 1865) that in nearly every case of Cholera in which Dr J Collis Browne's Chlorodyne was administered, the patient recovered.

Extract from Medical Times, Jan 10, 1866—Chlorodyne is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular and it not supply a want and fill a place.

Extract from the General Board of Health, London, as to its efficacy in Cholera.—So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases.

Beware of spurious and dangerous compounds sold as CHLORODYNE from which frequent fatal results have lately occurred.

See leading article, Pharmaceutical Journal, Aug 1, 1868, which states that Dr J Collis Browne was the inventor of Chlorodyne that it is always safe to use his preparation when Chlorodyne is ordered.

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TO PREVENT INFRINGEMENTS, NOTICE IS HEREBY GIVEN that BETTS' NAME IS ON EVERY CAPSULE he makes, for the principal merchants in Engand and France, thus enabling vendor, purchaser and consumer not only to identify the genuineness of the Capsule, but likewise the contents of the vessel to which it is applied. The Vice Chancellor, in his judgment, on the 8th February, 1868, said that the Capsules are not used merely for the purpose of the ornament, but that they are serviceable in protecting the wine from injury and insuring its genuineness.

MANUFACTORIES:—1 WHARF ROAD, CITY ROAD, LONDON, AND BOIS-DE-DUC, FRANCE.

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