

without any response, if the material advantages had not been embodied as the main setting of the picture. They were entirely barren of fuss, feathers or pyrotechnical display in their notions of affiliation. They wanted a railway and they wanted it on the best possible terms, terms which they obtained and by which they put the obligation all one way and the favor all the other. Like most of the Provinces, British Columbia was paid handsomely to come in. It has proved to be the best bargain either of the contracting parties ever made.

It is true that the railway has made British Columbia what it is to-day; it has opened for her a future to which she otherwise never could aspire. But it is also true that British Columbia is paying a just share, and much more than a just share of all the indebtedness incurred in her behalf. Her exports and imports are double per head those of the average of the people of Canada. Her contributions per head to the Federal coffers, are double those of the average citizen of Canada.

More than that; relatively she is vastly the best market eastern Canada has for manufacturers and farmers. Four-fifths of all that is consumed in British Columbia comes from or through Eastern Canada, while for our own products we have to find a market elsewhere. The eastern Provinces sell to us, but they do not buy from us. Weekly, car loads and car loads of manufactures of all kinds, hardware, dry goods, boots and shoes, machinery, groceries, canned goods, meats, butter, eggs, cheese—millions of dollars worth annually—are shipped in over the C. P. R., and distributed. Of our lumber, fish and other products, only a very insignificant quantity is sent east in return.

Still further, British Columbia has cost the Dominion nothing for rebellions: here is "a people without a grievance."

The Indians of British Columbia, of whom there are about 25,000, are all self-sustaining, and are no burden to Canada, except for the salary of a few Indian agents.

Outside of the main line of the C. P. R., not over 100 miles of railway have been subsidised out of the Dominion treasury, and that only within the past two years,

which is the merest "flea-bite" compared with the mileage of other provinces.

The amount of money expended up to the present date in public buildings, works and improvements, since Confederation, will not exceed half a million dollars all told. In this respect, British Columbia's share of treasury "plums" has been more of the character of the crumbs that fell from the rich man's table, as compared with the general appropriations, although fortunately the other part of the parable does not apply.

British Columbia never demanded "better terms."

On the other hand it is obviously unfair to charge up against British Columbia the cost of the Canadian Pacific Railway, because that has been a national undertaking in the largest sense of the term, without which now Canada could not politically exist, any more than this Province. When it comes to "charging up" these various little bills, for public undertakings to the various Provinces there would be a decidedly good offset in the \$40,000,000 odd loaned to the Grand Trunk and in the construction of the Intercolonial Railway, which unlike the C.P.R., has not the excuse of paying dividends; and last but not least there is no small sum represented in the canal system of Canada.

Therefore, laying aside the natural advantages of this Province to the rest of the Dominion, which alone would sufficiently repay the latter for the responsibilities incurred from a purely business point of view, British Columbia pays a larger dividend to the Dominion than any other Province in Canada, and gets less for it in the shape of public moneys; and her contributions to the trade of Eastern Canada, for which she receives no compensating benefit in the way of a market, are the largest. I am of course, speaking from a *per capita* point of view.

Fortunately, the Province has always been prosperous, especially of late years, and contains few suffering or indigent persons. Population has been coming in steadily: times have been good and money, plentiful. People who do well, rarely find fault or agitate. But for this prosperity, except in so far as the railway