

movement, any claims therefor would be handsomely met. And after all these efforts, what was the result? Why but forty names could be secured to be attached to the precious document forwarded to the President of the United States, and those forty individuals have been known as the "forty thieves" from that day to this. Surely had we been "haggling Jews" and "rapacious harpies" the inducements offered and the glowing picture of our property advancing in value a thousandfold held before our gaze by the emissaries of Uncle Sam, would have tempted us to cast in our lot with the forty millions of people to the south of us. Nevertheless we defeated this scheme, and for doing so we claim no especial credit. We are a loyal British community and prefer to remain so, notwithstanding the abuse and vilification of men of the Yellow Head stamp. But the "chain," the "chain that is around the neck of the people of Canada?" Well, I can safely say that if there be a "chain," that that chain can be got rid of. If all sentiment is to be crushed, if all hopes of a Canadian nationality is to come to an end, if dollars and cents are to reign supreme then sell your contract with British Columbia—your terms as they are called—and I doubt not that you will find a purchaser in the United States. British Columbia to-day has cost Canada but a trifle as compared with what I believe the United States would gladly pay for her, and build the railway as well. If the "chain" be around the neck of Canada she need not keep it there any longer than she desires. On the other hand, if Canada wishes to be true to her inter-Provincial obligations, if she wishes to avoid sinking to the level of a tenth-rate State of the Union—a repudiating State—if she wishes to be regarded as an honest, non-repudiating confederation, she has but to adhere to the faithful performance of her contract with British Columbia. But if she means repudiation—and I fear by the way in which some roll the sweet morsel around in their mouths that the proposition would not be without supporters—let her repudiate now and at once, and not, like the dog in the manger, neither build the railway herself nor allow anyone else to do so. I have yet, however, to hear that any of Canada's prominent

men have even thought of repudiation. Present depression has increased the tendency towards caution, but the crisis once passed men will view the undertaking very differently. In discussing the railway terms, "Yellow Head" says we are "Shylocks." This is as false as his reckless statement.

With regard to the Peace River country. Did Mr. Trutch talk like a "Shylock" when he said, before the terms had reached British Columbia, that "even Shylock would not insist on the pound of flesh if it had to be taken from a part of himself?" Did he not also say that the ten years mentioned was placing a definite number for an indefinite one, and that if eighteen or twenty years had been required it would have been readily granted? Has not Canada been informed over and over again that an extension of time could be had? Not the most ultra stickler for "terms as they are" in British Columbia has said otherwise than that a *bona fide* commencement of the work would be satisfactory to all; yea, even Mr. Walkem, with all his vagaries, expressed a willingness to extend the time limit. When individuals of the "Yellow Head" stamp undertake to vilify our people they should endeavor to remember, first: a solemn contract has been made by Canada:—Secondly, British Columbia is not new at the Canadian door a beggar for "better terms," as was Manitoba a year ago, or Nova Scotia immediately after Confederation; if she is asking for anything she is asking that Canada maintain her proverbial honesty, that Canada fulfill her solemn covenant, and in doing so she needs not to bow her head in shame or humiliation before Lords, Commons, or the people of Canada. British Columbia lived before Confederation, with products infinitely less than they are now, under a civil list of \$700,000. She paid, for ten years, a toll or tax equal to \$5 75 on every barrel of flour, and on everything else for use in the mines in proportions similar, besides enormous rates for freight. She did all this and never cost Great Britain one quarter of a dollar. If thrown on her own resources to-day she will neither beg nor starve. Like other provinces she has her internal dissensions and her local bickerings, but she has amongst her best men those who are sufficiently patriotic