

strongest argument the Canadian Ministry could urge would be that they had been already accepted by British Columbia. If amended, every clause would be discussed again by Parliament.

Mr. Nathan said that the Canadian Government was not asked to bridge the Straits—it was only asked to guarantee a railway to Nanaimo.

His Excellency—That is a different thing. It is a fresh term, if it is not part of the transcontinental road. Besides, I do not think—indeed, I am sure—nothing further will be granted. I have already had a flat refusal with respect to an extension of the guarantee of the dry dock. The terms, now, are better than we had any right to expect—better than I expected. The true policy would be to accept these terms and be confederated, and then leave the natural flow of traffic to determine the terminus.

Dr. Tolmie pointed to the vast tracts of land lying along the Bute Inlet route which would all be available for settlement in case the road came that way.

His Excellency replied that that was a strong point, but no stipulation could bind the company. With respect to the petition, he would rather not be asked to transmit it, because he would be bound to say it was not a Government measure, and that it was in the interest of a section and not of the whole colony.

Mr. Turner said the petition did not require the terms to be reopened.

Mr. Nathan thought that the interests of Victoria were the interests of the whole colony, because three-fourths of the capital and population is centered here, and whatever benefitted Victoria would benefit the whole colony.

Dr. Tuzo said the great majority of the people were opposed to opening the terms; but they wanted to secure Vancouver Island as the western terminus of the railway—its natural advantages being in its favor.

His Excellency the Governor replied that the Canadian Government understood our natural advantages quite as well—perhaps better than we do. He could not support this petition, because it was the prayer of a section.

Mr. Pemberton thought that as His Excellency had placed the deputation in possession of information that they had not had before, perhaps they had better withdraw a few moments for consultation.

The deputation, then withdrew to an adjoining apartment, and after consulting together for about fifteen minutes returned, when

Mr. Nathan stated that the deputation had arrived at the conclusion to respectfully request His Excellency to send the petition forward on its own merits, and that the people of Victoria had no wish to hamper the Canadian Government in the terms. The deputation would also ask that an answer be returned before the Legislative Council should meet.

His Excellency replied that he was sure the Canadian Government would refuse the request; but if put in the way just stated, he would forward it and leave the Canadian Government to form its own conclusions.

Remarks were made by Dr. Tolmie, Mr. Nathan, Mr. Norris, and Mr. Fell; to the effect that the people believed it wise to press for the Nanaimo road before the consummation of union.

His Excellency advanced it as his deliberate opinion that the petition was lost time, and, to a certain extent, undignified. He would certainly send it on and tell the Canadian Government that it was not the wish of the entire community; but why did not the deputation send it themselves? If it went through his hands he must say that it is not a Government measure, and that it is sectional in its bearing.

Mr. Nathan urged the wealth and influence of Victoria as a reason why the prayer should be granted.

His Excellency said the wealth of Victoria was nothing when compared with the money that will be expended on the road. Perhaps it would be better for Canada to buy the whole thing out and thus overcome the difficulty.

A desultory conversation ensued as to the effect the railway would have upon the colony at large.