

House as it is by the talent of the opposing party in the country, are also subjects of congratulation to His Excellency, this House, and the country. It is wrong, Mr. President, to charge the desire for Confederation on the part of its promoters to a desire for change. So far as my constituency and the adjoining ones on the Mainland are concerned, I may say safely that such was not the case—we accepted the Organic Act constituting this Council, and agreed to carry it out to its legitimate end; and we have not countenanced nor have we been subjected to the many changes which other parts of this Colony have. I have, before going further, to allude to a charge commonly made against my countrymen—often offensively put—but yesterday put by the Hon. Mr. Wood, in his usual gentlemanly way. It is that of "Canadian proclivity." As a native-born Canadian, in common with others, I love the land of my birth. We admire her institutions and revere her laws; but we never forget the land of our adoption, and we would no more consent to see her wronged by Canada than would the tens of thousands of Englishmen who have made Canada their home, permit a wrong to be done her by England.

It is also wrong and contrary to fact that "so anxious are we for Confederation that we would accede to any terms proposed." During the past three years, I have been one of the foremost in advocating the cause of Confederation; and, in so doing, throughout the interior of the Colony, I am free to confess I never uttered such a sentiment; and, in justice to my fellow-countrymen in particular, and the advocates of this cause in general, I will say that I never heard any one express a desire that this Colony should be confederated, except on such terms as might on investigation be found to be just and beneficial.

We desire Confederation with Canada, because we believe that it will be to the interest of this Colony to unite with the progressive Colonies to the east. That they are progressive I assert, and as proof I point to the fact that, previous to Confederation, Canada proper had expended \$184,000,000 on public works, principally in building canals. Up to 1869, \$170,000,000 had been expended in railways. She pays to-day \$300,000 yearly for her

ocean steam mail service alone, and her enterprise is followed by her people. Her manufactures are increasing yearly, and even now she is exporting cloths to England, and competing there with cheap labor. One firm alone, composed of men who landed in Canada penniless, now has \$9,000,000 invested in ocean steamers, employing 4,500 men, and thus sustaining 22,000 persons. Among the objections urged by Hon. Members against Confederation is our proximity to the United States. This, I hold, is no objection. Canadians are not taught to fear competition with the United States. The general feeling there is that we can hold our own (except in point of numbers) with her in any direction whatever. It is to her we look for a great portion of our trade, and the advantages of such trade are mutual.

The question is often asked: "What are the immediate advantages to be derived by us from Confederation?" My reply is that, in addition to the amount paid us by way of subsidies, we will save by a reduction in the tariff and by importing Canadian manufactures, a very considerable sum, thus reducing our taxation. Next, the terms propose that \$1,000,000 be spent on a waggon-road to be commenced immediately and completed in three years, thus causing over \$300,000 a year to be spent.

Hon. gentlemen will recollect that in 1861, 1862, and 1863, immigration poured in upon us, caused by the report of rich discoveries in Cariboo, and by a knowledge on the part of those coming that the Government was spending large sums on public works, and that those who failed in the mines might fall back on the roads to replenish their purses; and many who are now permanent settlers in the interior acknowledge that they made their "farm stake" there. How much more is this likely to be the case if the larger works contemplated in the terms are carried out.

Then, Sir, look at the construction of a Railway. You may judge of the magnitude of the work by the following figures. There were employed on the Central Pacific at one time 25,000 men and 6,000 teams; 600 tons of material was forwarded daily to the point of construction; 30 vessels in harbor at one time, loaded with material; the wharfs at San Francisco and Sacramento loaded with railroad iron; 70