ing Street, who fought tooth and nail against the acquisition of that territory by the Dominion of Canada: and those who worked with the sole object of Confederation in view, and, in order to soften the opposition and malevolence of their opponents, found it necessary to discuss the matter on a financial basis, and prove that British Columbia would be financially benefitted by entering the Confederation. Among the strongest reasons urged in favour of their giving their assent to the incorporation of that Province with the Dominion, was, that a railroad would be built across the Continent; that it had been promised when Nova Scotia and New Brunswick entered the Confederation, and if the people of British Columbia wished to make the Dominion a harmonious whole, the railway should terminate on the Pacific. Amongst the strongest reasons which prompted other loyal Canadians, as well as himself—and no man surpassed him in loyalty to the national flag—was, that emissaries from the United States had come amongst them, and were pressing them to annex with the Republic. One of these gentlemen, while at Victoria, said the policy of the United States in purchasing Alaska was to consummate the absorption of British Columbia by the Republic. This hastened the actions of those who were working in favour of Confederation. A delegation came to Ottawa, and the conditions upon which that Province would become a part of the Dominion were laid before the Government. These conditions were then submitted to a Committee of the Privy Council, consisting of Sir George Cartier, Sir Francis Hincks, and Hon. Mr. Tilley, on the part of the Canadian Government, and the three delegates--the present Governor of British Columbia, Dr. Helmcken, and himself (Mr. Carrall). At that time Sir John Macdonald was at the point of death, and he was not responsible personally for the terms, although his Cabinet were responsible to the world for them. They discussed all these questions carefully and frankly as any gentleman would under such important circumstances. The construction of a graving dock was one of the conditions submitted, and the Canadian Government were asked to give a guarantee of five per cent. on £100,000 sterling in ten years for the purpose. It was thought by some of the British Columbians that the Canadian tariff being higher than the Columbian tariff, they might get permission to allow the Columbian tariff to remain in force for a period of ten years, unless the Legislature of that Province thought differently. To make the conditions more harmonious, they agreed upon ten years as the limit for the construction of the Canadian Pacific Railway. He had stated on a previous occasion in this Chamber, and he desired to repeat it now, as one of the delegates who were present on that occasion, that that *ten years was* NOT *put into the terms of Union as an absolute limit for the construction* of the railway, but it was put there as a *bona fides* that the Government would commence the road, and carry it on to completion as quickly as could be without injury to the interests of the country. He appealed to the reporter to take down his words correctly as he stood up in justification of the course pursued by the late Government on this question. Then as to the commencement of the construction of the road, he had thought the time was rather short, but they thought they knew more about the country than subsequent events proved they did know. The late Government had been reviled and charged with jeopardizing the future of the Dominion by giving such ruinous terms, and they were accused of breach of faith. He appealed to hon. gentlemen in vindication of the late Government if they had not done all they could to keep faith with British Columbia, when they had their surveyors at work in that Province before it was a part and parcel of the Confederation. The news brought back by the telegraph to British Columbia produced a reaction in favour of Confederation. Geographically speaking, the Dominion, in the accession of that Province, obtained a seaboard in the West, without which we could in no sense compete with a nation like the United States; and in the Confederation of British Columbia with the Dominion the late Government achieved a victory in the interests of the Dominion as important as that which Wolfe achieved at Quebec. The railway itself was looked upon as a great national undertaking—a national necessity; and the British Columbians understood that it was actually, prospectively, and impliedly to be constructed to the base of the Rocky Mountains, whether British Columbia came into the Confederation or not. What would have been the position of the great West to-day had there been a railway continued in there long ago? If Lord Selkirk, who started a settlement there many years since, had gone with the same energy to