

the actual commencement or completion of the much desired transcontinental road.

And thus as the years went long from 1873 to 1878 the suspicion with which Mackenzie's Government was viewed in British Columbia deepened into the darker colours of downright hostility, and the talk of secession, which had been carried on in whispers, became louder and more outspoken until finally it reached the Halls of the Legislature. Lord Dufferin was then Governor-General. In an effort to calm this feeling of hostility and to end the talk of secession, Mackenzie hit upon (or perhaps the Earl of Dufferin suggested) the idea of an official visit to the Pacific Province — pacific now in name only. The Governor-General strove to leave the impression that he had just dropped in, so to speak, but the people persisted, in spite of his constant denials, in regarding him as the emissary of Mackenzie. The mottoes on the arches showed the feelings of the Province. In Victoria they ran: "Carnarvon Terms," "The Iron Horse, the Civilizer of the World," "United without Union," "Confederated without Confederation," "Railroad the Bond of Union," "British Columbia, the Key to the Pacific," "Nolumus Leges Mutari," "Our Railway Iron Rusts," "Carnarvon Terms or Separation." On the mainland: "Which Route is Railway to Take?" "Per Vias Rectas the Fraser Valley." At Yale there was no arch, only an old horse with a cloth upon it, bearing the inscription: "Good, but not Iron." Lord Dufferin's visit, like an anodyne, soothed for the moment but failed to reach the seat of the trouble.

In 1875 Mackenzie had purchased over 5,000 tons of rails for the intended Esquimalt & Nanaimo Railway. They were lying, rusting, at the termini. In May, 1878, he cancelled the selection of Esquimalt as the terminus and settled the location of the railway as from English Bay or Burrard Inlet by the Fraser to Lytton, and thence by the Thompson River to Kamloops and along the North Thompson to the upper reaches of the Fraser and into the Yellowhead Pass—very much the route of the Canadian National Railway, and well would it have been for the Canadian Pacific Railway if that selection had never been altered. In August, 1878, Mackenzie removed these rails to Yale, where it was at last decided that the construction should commence, and called for tenders for building one hundred and twenty-five miles of railway between Yale and Savona's Ferry on the Thomp-

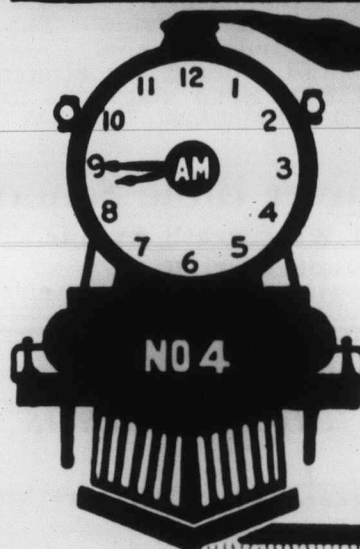
son River. Matters had reached this stage when Mackenzie was defeated in the elections of September, 1878.

Just at this time—or to be exact, in June, 1878—Mr. Walkem who, for two years had been seated on the cold benches of opposition, came once more into office as Premier of British Columbia. The local House met in July, 1878. The speech from the Throne almost smelled of gunpowder and resounded with the tread of soldiery. What step did the stern words portend? The answer came in August, 1878, when the celebrated Secession Resolution was brought down. It recited the whole long story of hopes deferred, the endless surveys, the appeal to the Throne, the Carnarvon Terms, the failure to fulfil them, and finally Lord Carnarvon's request that the Province wait patiently until the spring of 1878 when in all probability actual and active construction would commence, and that the Province had waited, that the time had elapsed without any step being taken to redeem the promise. The Resolution then went on to pray that unless the Dominion Government began construction by May, 1879, "British Columbia shall

thereafter have the right to exclusively collect and retain her customs and excise duties, and to withdraw from the union; and shall also, in any event, be entitled to be compensated by the Dominion for losses sustained by reason of past delays and the failure of the Dominion Government to carry out their railway and other obligations to the Province."

This resolution passed the House by the vote of 14 to 9. It is difficult to believe that any one was taking it seriously; it was quite impossible for the Province to live as a colony: that experiment had been tried; it was unthinkable that the Province would willingly fall like a ripe plum into the lips of Uncle Sam; the union must continue; there were only the three paths. However, the resolution was solemnly passed, carefully engrossed and forwarded to the Secretary of State at Ottawa for transmission to London. It reached Ottawa on 11th October, 1878. The Mackenzie government, having been defeated at the polls, was then busy clearing up its affairs preparatory to handing in its resignation. The fulminating resolution was carefully wrapped up

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