

larly the one which is Carnarvon's decision and which was accepted by Mackenzie and Walkem and is dated Downing street, Nov. 17th, 1874, and I can find no such stipulation; but I do find the following: "That two millions, and not one and a half millions, shall be the minimum expenditure on railway works within the PROVINCE—not on the Mainland, but **WITHIN THE PROVINCE**—from the date at which the surveys are sufficiently completed to enable that amount to be expended on construction." Now we understand this clause to mean that if the Island section is undertaken it will absorb the \$2,000,000 for two or perhaps three years, and during this time you will be purchasing of foreigners hundreds of thousands of dollars' worth of what we in the interior could well supply you with, had we the means to get it to the front. So that under the Carnarvon Terms we are not only deprived of the expenditure of \$2,000,000 annually in our midst, but we are debarred from competing with Washington Territory and Oregon for the supply of staples. Is it any wonder then that we do not set much store by the so-called Carnarvon Terms? And is it any wonder that when we find the cry raised of "**CARNARVON TERMS OR SEPARATION!**" we denounce both the cry and the terms that give rise to it. It is not that we wish to prevent the construction of the Island section of the overland railway, but we do not want it commenced until we are put in a position to compete with foreigners to the supplying of the agricultural products needed in its construction.

Another objection that we have to the "Carnarvon" Terms is that while all the conditions contained therein are based on Mr. Mackenzie's offer through Edgar, yet the *one clause* most essential to our welfare and the one which would have gone furthest to recommend the terms to us was, we say designedly, left out by Mr. Walkem, so that no expenditure might be undertaken anywhere else in the Province that might possibly interfere with his pet scheme of building the Island railway **FIRST**. The clause referred to contains an expression of desire "to avail of the large supplies of all kinds of provisions now existing or capable of being produced in the interior," and an expression of opinion that something should be done to afford our

farmers a market for their produce—acknowledging that the mere commencement to build at the seaboard would give but little satisfaction to the producers to the east of the Cascades. We also, then, object to the Carnarvon Terms because the expressions of interest taken by Mr. Mackenzie in the welfare of the producers to the east of the Cascades was not elaborated into a clause requiring the Government of Canada to so open up the country as that the producers of the interior might derive some benefits arising out of railway construction at or near the coast.

As to compensation for delays, we have refused \$750,000, and we say that we do not want a money compensation. We do not believe it good for us that our Local Government should have so large a sum in bank. There is to great a tendency to use money in corrupting constituencies by undertaking works of doubtful utility. But we would accept at the hands of Canada compensation for delays in the shape of a work of acknowledged utility, one that would commend itself to the good sense and mature thought of the people of the Island and Mainland alike, and we contend if such a work can be pointed out, that it is the duty of every citizen to look into and weigh carefully the pros and cons in its connection. Such a work is to be found in the building of a railway from Yale to Savona's Ferry, or Yale to Spence's Bridge, thence via Nicola Valley to Kamloops. We say, give us by way of compensation such a work as this, and we have common ground for a standpoint. Remember that we wish to deal with this question entirely on its own merit. We do not wish it hampered with the question of routes at all. While this work is being done the surveys may proceed and the best line for all purposes be selected, whether it be Dean's, Gardiner's Bate or Burrard. It may however be argued that the cost of this work may exceed very much the amount that may be awarded us for compensation, and might be objected to by Canada on that account. This is possible. But as it is not now possible to estimate the amount which will be due us as compensation for delays to come, allow the question of compensation to rest until either the railway is completed or abandoned. In the meantime let the building of the Yale-Savona road