

suffered to libel Columbia without "our only able representative at Ottawa" rising up in her defence? Is it not shameful that while the defamer of the Province is allowed to escape with scarce a word of reprobation from the men who should be the first to attack him, the defender is assailed with all the vituperative energy at the command of our contemporary? We have too high an opinion of Mr. Barnard to think that anything the *Standard* may say will deter him from speaking more good words for the Province as occasion may arise; and he is too far above the reach of the shafts of envy and malice that are hurled at him to be in the least affected by such slanderous emanations as our contemporary's.

LETTER WRITTEN BY MYSELF, AND SIGNED
"TRANS-CASCADE," IN SEPTEMBER, 1876,
DURING THE VISIT OF LORD DUFFERIN.

EDITOR DAILY COLONIST:—I deem it scarcely necessary to offer apology for troubling you at the present juncture with the views of a mainlander anent the dispute now under discussion between the Dominion Government and this Province.

Before proceeding to the main question I may add that I should hardly have ventured on this letter had I not noticed recently in both journals an apparent desire to find COMMON GROUND, ground on which we can stand and offer a united front in demanding such a settlement of the difficulty as will not entail any very serious sacrifice on ourselves, and at the same time materially assist Canada at a time when assistance would be found very acceptable. But, before we dare venture on a statement of what should be accepted as common ground, it will be well for Victorians to take a view of the matter as nearly as possible through the same spectacles as mainlanders do. To do this may help us to bear and forbear and not denounce each other as recreants, traitors, &c., at a time when united efforts is necessary. But to the mainland view:—We have ever regarded the Carnarvon terms as extremely unfair to our section of the country, and we have ever felt that our interests were completely ignored by that arrangement. In the first place, admit Esquimalt was made the terminus of the Canadian Pacific Railway by Order in Council, still in ex-

istence. Admit, the stake was driven in presence and by order of the Deputy Engineer in Chief of the railway, acting in behalf of and under instructions from the Government of Canada. Admit the road from Esquimalt to Nanaimo is, or should be a part of the transcontinental railway. Admit, also, that the terms in respect of railway construction have been broken. We take exception to the arrangement known as "Carnarvon's" because, in the first place, the building of the Esquimalt and Nanaimo railway was offered as compensation for delays in building the main line. We say how in the name of common sense can the Dominion pay us compensation by building 70 miles of railway on the *main line* for delays in building the *main line*? We say then, that under the "Carnarvon" Terms we have relieved Canada of considerable part of her obligations and extended the time limit in respect of railway *without any compensation whatever*. This is our first objection to the "Carnarvon" Terms. The second is that the building of the Esquimalt and Nanaimo section of the main line is made a first charge or in other words must be undertaken first and at once, and completed as soon as possible.

Our objection to this is a purely selfish one, if you wish to call it so. We say that this is the least necessary link of the overland railway, and if you commence work on it now you will be building up a nice market for the agricultural products of Puget Sound and Oregon; for the manufacturers of California, and for the labor of China. That as far as the people of the interior of British Columbia are concerned they cannot supply you with a dollar's worth with the exception, perhaps, of beef, so that the building of the Esquimalt and Nanaimo section will be of little or no benefit to us. I have noticed lately that both the *Colonist* and its contemporary contend that while the Island railway was being built \$2,000,000 annually would (on conclusion of surveys) be spent on the Mainland. And pardon me for saying so, you have both told this fib so often that you begin now to think it is the truth. The object of this white (?) lie is quite apparent. It is designed to sugar coat the pill for Mainlanders. I have searched all the documents referring to the railway and altered terms, particu-