

the latter river, in Shuswap Lake, thence through the Eagle Pass across a summit of the Gold Range, four hundred and seventy feet above the Lake level to the Columbia River, and up the Columbia and one of its small tributaries, called Blackberry River, to Howe's Pass. This is not only a practicable line but it will give a gradual ascent to the summit of the Rocky Mountains, from which point the descent to the Red River will be almost a regular incline, in very favorable comparison with the grade of the road now in operation between San Francisco and Omaha, which passes over four successive summits, the lowest of which is two thousand feet higher than that we have to overcome on the Rocky Mountains. Now, Sir, in the absence of detailed surveys and sections, no one can make a close estimate of the cost of this line; but I venture to express my opinion in which I am supported by other gentlemen, like myself engineers, who have gone over the line, that notwithstanding some portions of the work on this road along the Canon of the Fraser would be very expensive, the whole distance from the Pacific seaboard to the summit of the Rocky Mountains, a distance of about six hundred miles, may be set down at an approximate estimate of \$60,000 per mile.

RESULT OF DEFEAT OF UNION.

I have been frequently asked of late—and I mention this point as it has been discussed so warmly in Parliament. "What would have been the result in British Columbia had the address in favor of her union with Canada been voted down?" Well, Sir, as I have said already this evening, the people of British Columbia are not only an intelligent but a loyal community—throughout the whole country there exists strong attachment to British connection. They have never as a people had any inclination for the United States or any proclivity toward the institutions of that country; and though there was at one time in the year before last an attempt on the part of a few disaffected persons to raise such an issue, it was so speedily hooted down that the very word annexation has been ever since tabooed among us. But, had this address not been carried there would have been the deepest disappointment throughout our colony and profound discouragement to the best friends there of Confederation. Our people have been given to understand from all quarters in Canada as I before told you that the Canadian Pacific Railway was to be built at once—they have regarded their union with Canada on the terms arranged by your Government as a foregone conclusion—and had they been told by you as they would in fact have been told by your refusal to confirm those terms, "we are not able to undertake the building of this Railway, we are not prepared to take the responsibility of uniting British Columbia to us, not equal to the occasion which presents itself," they would certainly with embittered feelings have at once and unani-

mously refused to unite with you on any other terms, and what might have been the ultimate result I would prefer not to conjecture. But, Sir, happily we have escaped any such risk as this would have occasioned to the consolidation of British interests on this continent, and are met here to-night to rejoice over the consummation of the great work of the union of British Columbia to the Dominion. (Cheers.) I must apologise for the length of these remarks on a social occasion such as this is, but there were some points with regard to the true bearing and intention of the terms of union of our colony with Canada which I have considered it very desirable, not only for the sake of our community, but in the interest of this whole Dominion, to comment on, and explain from a British Columbia point of view, and I have availed myself of this opportunity of doing so as I see no probability of any other being afforded me just now. And now, Sir, I beg to renew my acknowledgements of the high compliment paid this evening to British Columbia in the person of her representative. For myself I can only assure you that I shall ever cherish a grateful recollection of the very great kindness which I have received from the many friends with whom I have had the pleasure of becoming acquainted in Canada, and especially, Mr. Chairman, from yourself. On behalf of the people of British Columbia—the youngest of the fair sisterhood of federated provinces now spread across this broad continent from ocean to ocean—I express the heartfelt desire—long may this goodly Dominion flourish and grow in honor among the nations under the dear old flag that now waves over us—enjoying year by year an increasing measure of material prosperity, and truest happiness! and in direct connection with this sentiment I propose to you in the name of our colony a toast which I know needs no further preface here to-night—to those to whom British Columbia and this whole Dominion owe so much—"Her Majesty's Ministers." (Loud and prolonged cheers.)

The toast having been enthusiastically drank,

Sir G. E. CARTIER, on behalf of his colleagues and himself, returned their most sincere thanks. With regard to this present ministry it should be borne in mind that it was the offspring of Confederation. From the 1st of July, 1867, it had been the task of the ministry ever to extend the incomplete scheme of Confederation. It was their happy lot to-day to see this in a measure completed. (Hear, hear, and cheers.)

Hon. Mr. CAMPBELL said that he was happy to submit to Sir George's response for the ministry. He was sure they were all delighted that Sir George had been so happy in leading during the absence of Sir John. (Hear.) The motto of the present ministry had ever been "One Queen, one flag, one destiny." (Loud cheers.) That had been the feeling which had influenced them, and when they