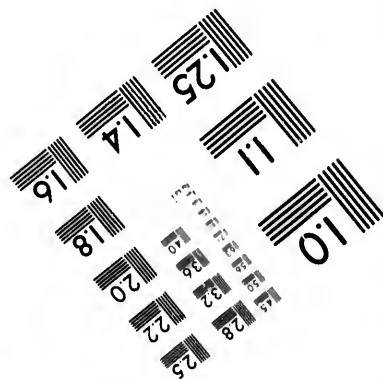
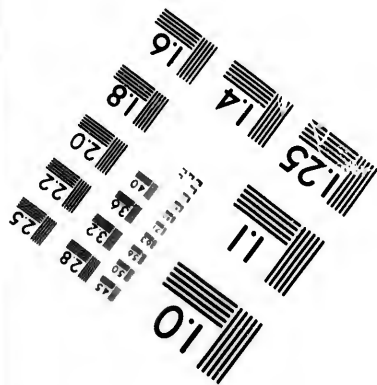
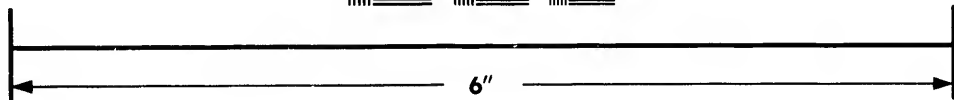
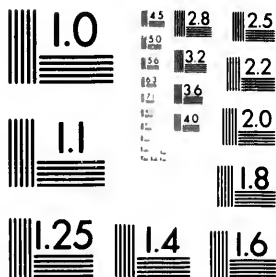


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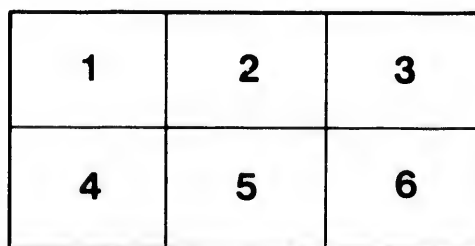
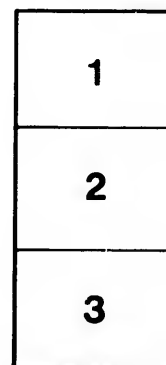
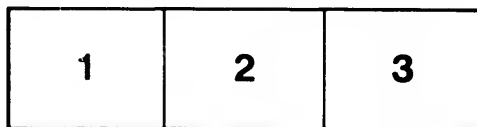
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To the Electors of the District of Yale:

GENTLEMEN:—

As there are now many voters in the District who may not have had an opportunity of knowing the position I have taken in times past on matters affecting the interests of our District and the Province generally, I have been advised to publish a few of my efforts in the present form.

F. J. BARNARD.

SPEECH ON CONFEDERATION DELIVERED AT
A PUBLIC MEETING HELD AT YALE ON
THE 9TH DAY OF APRIL, 1868.

MR. CHAIRMAN AND GENTLEMEN:—The object of this respectable gathering is one which may well claim the earnest attention of every colonist. The great movement which we are convened to-night to consider is one fraught with the deepest interest to millions yet unborn. The mind naturally travels back to that memorable and most impressive occasion, that incident which must ever occupy a prominent place in the history of the American continent, the landing of the "Pilgrim Fathers" upon Plymouth Rock—men who left home and kindred and crossed the Atlantic in search of that freedom denied them in the old world. Britain, the most successful colonizing nation in the world, has ever proved the most illiberal and cruel to her younger colonies. This may appear paradoxical; yet it is none the less true, borne out, as it is, by the history of every British colony. Look at the experience of these same Pilgrim Fathers—Fathers of America. To what grinding exactions and oppressive political thralldom were they and their descendants subjected. See how they were vexed and persecuted and hindered in a noble effort to plant a British nation in the new world. Notwithstanding the eloquent pleadings and reiterated warnings and

protestations of a Pitt, see how they were goaded on, and on, until even their extraordinary powers of endurance and characteristic forbearance and fortitude gave way, and the yoke of the task-master was rudely cast off, the standard at once of liberty and revolt was raised. Thirteen of as fine colonies as ever owed allegiance to the British Crown, rendered desperate by misrule, unwillingly, but impelled by stern necessity, severed the link which united them with the paternal Government, and declared their independence. The remarkable history of the new nation thus brought into existence, affords the best proof of the loss sustained by the British Crown, through a long series of the most inexcusable and disgraceful misrule. One would have imagined that, profiting by experience so costly, the colonial policy of our nation would have at least undergone material modification, and that colonies subsequently formed would have enjoyed immunity from that oppression which had such a disastrous culmination. But the history of Canada would seem to forbid such a conclusion; for it was not until the rebellion of 1837 that Canada's hardy sons were permitted to enjoy those free institutions which have in thirty years raised her to the prosperous and proud position which she occupies to-night. That rebellion was palliated if not excused in the able report of Lord Durham; and from that bloody baptism

dates the prosperity and the liberty of Canada. I do not stand here to-night as the apologist of rebellion; far less do I appear before this intelligent audience as the advocate of a resort to such extreme measures on this side of the continent. The history of British Columbia proves that the colonial policy of Great Britain, although perhaps somewhat modified, is the same in 1868 as it was in 1776. The fact is, in the language of the resolution I have the honor to move, it is ill suited to the genius and wants of a free people. Our affairs are still managed by men who, being ten or twelve thousand miles away, know little and care less about this colony. Some are disposed to lay the blame on the Governor; I am not of those. No matter whom we may have for Governor, so long as he is hampered and bound by instructions from the Colonial Office, instructions conceived in ignorance of the genius and wants of the colonists, instructions breathing a spirit of selfish exaction and unenlightened foggism, so long as this is the case it is folly to expect that the administration of affairs of the colony can be satisfactory. For an illustration of the spirit in which our affairs are managed in Downing-street, we need not look beyond the present Session of the Legislature. When these colonies were united, by some strange oversight the two systems of Supreme Judicature were left untouched and unharmonized; and the consequence has been that during the past fifteen months the United Colony has presented the anomaly of two distinct Courts of Judicature, not only destitute of any element of harmony, but absolutely jarring and conflicting. Thus we have two Supreme Judges, each absolute in his own territory, and each administering under a distinct system; and thus not only is the colony burdened with an expensive, incongruous and inharmonious judicial anomaly, but colonists are still subject to the process of *capias*, in passing from one section of the so-called United Colony to the other. How does the Colonial Office propose to cure the evil? A Bill is framed at Downing-street and sent out for our Legislature to pass, much on the principle of "open your mouth and shut your eyes." This Bill provides, not for fusing the two systems into one, to be administered by one Chief Justice, but for making a sec-

ond Chief Justice and perpetuating the existing judicial anomaly until one of the Chief Justices shall be provided for—not by the Queen of Great Britain, but by the "King of Terrors!" And what does such an extraordinary proposition import? Why, Mr. Chairman and gentlemen, simply this: The occupant of the Colonial Office is more solicitous to provide for one of the two Judges whom he finds on his hands than he is to provide for the proper administration of British Law in a British Colony. He is more careful about the interests of an individual than he is about those of the whole body of colonists! When such things are done in the green tree what may we not expect in the dry? A most essential change must not be made in the judiciary, because the status of two Judges is in the way, and the Secretary of State does not find it convenient to provide for one of them elsewhere. The people are overtaxed to support a Civil List which is out of all proportion to the wants and capacity of the colony, and yet an official must not be discharged because the Secretary of State has no place for him. The Governor may cut off a few constables; but so completely fettered is he with those everlasting instructions from Downing-street that he cannot dispense with the services of expensive and useless officials! I repeat, there is no use in blaming our Governor for not doing that which he is not allowed to do. The Imperial Government, the Colonial Office—the whole system is to blame for it. This meeting has been called not so much for the purpose of reviewing the history of British Colonies in general, and dwelling upon our own grievances in particular, as for the purpose of considering the desirability of seeking immediate admission into the Confederation, as affording the most speedy and effectual remedy against those wrongs and abuses to which we, in common with other colonies, have been, and still are, exposed; for it may be safely taken for granted that there is but one opinion as to the unsuitableness of the present system, and the utter hopelessness of obtaining liberal and efficient institutions so long as we occupy the helpless position of a Crown Colony. I shall, therefore, endeavor, with as much brevity as possible, to point out a few of the advan-

tages which would, in my opinion, accrue to this colony by becoming a Province of the new Dominion. In the first place, we would be put in immediate possession of the most liberal representative institutions—a counterpart, in fact, of those by means of which Canada has made such marvellous progress during the past thirty years, and through which we would manage our own affairs by means of a House of Representatives chosen by, and directly responsible to, the people. In the second place, overland communication would be established and immigration would flow into that great fertile belt between the continental water-shed and Lake Superior, and the tide would very soon flow through the natural gateway into our own rich valleys, and fertile prairies, the only means, in my opinion, by which we can hope to obtain a permanent population. Look at the Western States how they have filled up. Chicago, the village of thirty years ago, has now its population of considerably over half a million. Westward has long been the cry—westward rolls the tide of immigration. Canada is even now throwing open the gates of a country, than which a fairer or more tempting does not exist; and it is the great duty of the hour to join with her in opening up a highway in order to conduct that tide to our own rich and waiting soil. In the third place, the expenditure of one million of dollars of foreign capital in the immediate construction of our end of the road would, of itself, give an impetus to commerce and agriculture that would make itself felt throughout the entire country. Thus would we become an integral part of a Dominion composed of colonists like ourselves, who would understand and appreciate the genius and wants of the country. To this particular locality the scheme offers advantages of a very important and peculiar character. Occupying a proud and commanding position at the head of navigation on the Lower Fraser, Yale would practically be the terminus of overland communication. Need I, Mr. Chairman and Gentlemen, stop to explain what that imports, so far as this town is concerned? Need I explain to this intelligent audience the advantages of having not semi-weekly, nor even daily, but almost hourly communication with the seaboard—not two steamers, but a dozen

or more constantly plying upon the Lower Fraser? These are advantages so inevitable and so obvious as to need no remark from me. Shall we hesitate to accept our destiny—a destiny so glorious and so rich in immediate advantage—so pregnant with future promise? Canada wants us, is ready to take us upon the most favorable terms. She is ready to relieve us of our debt, expend a million in making our end of the road, give us full powers of self-government, help us to pay the expense of our Provincial Government, and send us population. The cry of the Government at Ottawa is, "From the Atlantic to the Pacific." Shall we be content to remain as we are, struggling under a crushing debt, credit gone, self-respect fast sinking under a condition of political serfdom; or shall we join the Confederation and be free, prosperous, wealthy? It is for you, Gentlemen, to supply the answer to-night by your vote upon the resolution which I have the honor of moving.

SPEECH IN THE LEGISLATIVE ASSEMBLY, ON
9TH MARCH, 1870, ON THE MOTION OF
ATTORNEY-GENERAL CREASE TO GO INTO
COMMITTEE OF THE WHOLE TO TAKE INTO
CONSIDERATION THE TERMS PROPOSED
FOR THE CONFEDERATION OF THE COL-
ONY OF BRITISH COLUMBIA WITH THE
DOMINION OF CANADA IN HIS EXCEL-
LENCY'S MESSAGE TO THE COUNCIL:

The Hon. Mr. BARNARD said:—Sir, in rising to support the motion of the Hon. and learned Attorney General, I can but express my feelings of pleasure in being permitted to take a part in the great work in hand—that of hewing off the rough corners of block which has come to us from the hands of the Executive, and which, after receiving the finishing touch at the hands of the people, will become the keystone of the great Confederation arch which will, ere twelve months, extend from ocean to ocean. The terms as sent down by His Excellency are, I consider, a fair subject of congratulation. The manner in which they have been received by this House and the people is another subject of congratulation; and the paucity and utter idleness of the arguments used by the opposition, represented in this

House as it is by the talent of the opposing party in the country, are also subjects of congratulation to His Excellency, this House, and the country. It is wrong, Mr. President, to charge the desire for Confederation on the part of its promoters to a desire for change. So far as my constituency and the adjoining ones on the Mainland are concerned, I may say safely that such was not the case—we accepted the Organic Act constituting this Council, and agreed to carry it out to its legitimate end; and we have not countenanced nor have we been subjected to the many changes which other parts of this Colony have. I have, before going further, to allude to a charge commonly made against my countrymen—often offensively put—but yesterday put by the Hon. Mr. Wood, in his usual gentlemanly way. It is that of "Canadian proclivity." As a native-born Canadian, in common with others, I love the land of my birth. We admire her institutions and revere her laws; but we never forget the land of our adoption, and we would no more consent to see her wronged by Canada than would the tens of thousands of Englishmen who have made Canada their home, permit a wrong to be done her by England.

It is also wrong and contrary to fact that "so anxious are we for Confederation that we would accede to any terms proposed." During the past three years, I have been one of the foremost in advocating the cause of Confederation; and, in so doing, throughout the interior of the Colony, I am free to confess I never uttered such a sentiment; and, in justice to my fellow-countrymen in particular, and the advocates of this cause in general, I will say that I never heard any one express a desire that this Colony should be confederated, except on such terms as might on investigation be found to be just and beneficial.

We desire Confederation with Canada, because we believe that it will be to the interest of this Colony to unite with the progressive Colonies to the east. That they are progressive I assert, and as proof I point to the fact that, previous to Confederation, Canada proper had expended \$184,000,000 on public works, principally in building canals. Up to 1869, \$170,000,000 had been expended in railways. She pays to-day \$300,000 yearly for her

ocean steam mail service alone, and her enterprise is followed by her people. Her manufactures are increasing yearly, and even now she is exporting cloths to England, and competing there with cheap labor. One firm alone, composed of men who landed in Canada penniless, now has \$9,000,000 invested in ocean steamers, employing 4,500 men, and thus sustaining 22,000 persons. Among the objections urged by Hon. Members against Confederation is our proximity to the United States. This, I hold, is no objection. Canadians are not taught to fear competition with the United States. The general feeling there is that we can hold our own (except in point of numbers) with her in any direction whatever. It is to her we look for a great portion of our trade, and the advantages of such trade are mutual.

The question is often asked: "What are the immediate advantages to be derived by us from Confederation?" My reply is that, in addition to the amount paid us by way of subsidies, we will save by a reduction in the tariff and by importing Canadian manufactures, a very considerable sum, thus reducing our taxation. Next, the terms propose that \$1,000,000 be spent on a waggon-road to be commenced immediately and completed in three years, thus causing over \$300,000 a year to be spent.

Hon. gentlemen will recollect that in 1861, 1862, and 1863, immigration poured in upon us, caused by the report of rich discoveries in Cariboo, and by a knowledge on the part of those coming that the Government was spending large sums on public works, and that those who failed in the mines might fall back on the roads to replenish their purses; and many who are now permanent settlers in the interior acknowledge that they made their "farm stake" there. How much more is this likely to be the case if the larger works contemplated in the terms are carried out.

Then, Sir, look at the construction of a Railway. You may judge of the magnitude of the work by the following figures. There were employed on the Central Pacific at one time 25,000 men and 6,000 teams; 600 tons of material was forwarded daily to the point of construction; 30 vessels in harbor at one time, loaded with material; the wharfs at San Francisco and Sacramento loaded with railroad iron; 70

locomotives landed, and 700 cars built to carry on the work on construction account; no less than 30 sawmills in operation at one point at one time. The enterprise that set this enormous trade in motion is not one of greater magnitude than will be the work undertaken on this side, and if our farmers and population generally do not profit, and that immediately, by the carrying on of such enterprises as these, let them succumb, for I know of no state of prosperity that can help them. I contend the benefits of Confederation, in these respects at least, will be immediate. But Hon. Members have said, "the United States will derive the benefit." If that argument holds good, why not tell the merchants of Wharf street to close their doors because foreign manufacturers reap a part of the benefit of their trade. Better, a great deal, for the opponents of this cause to advise the farmers to cultivate every inch of their farms and garner up their crops, for the day assuredly will come when they will have ample market for all they can raise.

It has been urged here, that Canada cannot retain her population, much less the immigration that comes to her shores. In this, Sir, there is considerable truth, although the Hon. and learned Member for Victoria has put the matter fairly before this House. In giving the number of passengers going from Canada to the United States, he has omitted to give you the number of those passing from the States into Canada. One reason why Canada has not retained the whole number of immigrants landed on her shores, is that they find greater attractions in the treeless prairies of the Western States, than in the heavily timbered lands of Canada. This, Sir, has ever been a serious drawback to her. But now the case is different. Having acquired the vast territories of the great North-West, she will open them to settlement, and then she will have inducements to offer such as cannot be boasted of by any other country in the world. Open these millions of acres to the settler, and you will see such a rush of immigration—not only from the older countries of Europe—but from the United States, as will astonish the world, and stand unparalleled in the history of immigration. Canada's hardy sons who have left their homes for the Western

States—allured by the advantages of prairie over wooded lands—will join in swelling the numbers, and once more plant their feet on British soil.

The difficulties of defence have been spoken of as a formidable obstacle. Sir, she never regarded them in any such light. She has no fears in that direction. She relies on the thorough good understanding that has existed between herself and the United States for so long a period, as a guarantee for the future. Their interests are so identical that they cannot afford to quarrel. The troubles between them heretofore, have been on England's account, and not Canada's, as witness the Trent affair, and the more recent Fenian invasion, which was rather a stab at England than an attack on Canada. During the recent fratricidal war in the United States, Canada had a difficult part to play in maintaining strict neutrality, yet she came out unscathed. It must be remembered, also, that Canada possesses in her canal system, a powerful lever—a guarantee for peace—vastly more potent than fortifications. The great bulk of the produce of the Western States finds its way to the ocean through Canadian channels, which could be closed at any moment.

As to that "other issue," (I will not use the word that has been so freely used outside) I have no fears for Canada or this Colony either. It used to be fashionable here, in early days, to associate the name of Canada with rebellion. It was the result of prejudice and ignorance, and was a great mistake.

I recently read, Sir, an account of a meeting held in one of our principal Canadian cities, on the occasion of a Sabbath school convention. An American gentleman was engaged in addressing the House, filled to its utmost capacity. In the course of his remarks, having occasion to refer to Her Most Gracious Majesty the Queen, he added:—"American though I am, I can with all my heart say, 'God bless the Queen.'" Immediately, Sir, without any preconcerted action, the entire audience of men, women and children rose to their feet and sang the National Anthem. That gentleman said, that such a spontaneous, hearty and unanimous outburst of loyalty was probably never heard before.

Such, Sir, is the kind of loyalty we are taught in Canada, such is the kind that is

being taught to the rising generation of the new Dominion to-day; and I leave it to you as to whether there is room for that "other issue" or not.

Before concluding, Sir, I would wish to remark with reference to the charge made by the Hon. Member for Victoria District against the Hon. Attorney-General, that his conversion to Confederation was late. I know that it is impossible to make some Hon. Members believe anything good of officials, whether in respect of Confederation or anything else. But I simply desire to relate this fact.

I had occasion to go into the Hon. Attorney-General's office in 1867, and he then showed me a letter, written by himself, in favor of Confederation; and after perusing that letter I felt convinced that when, in his estimation, the proper time arrived, the cause would have a warm and sincere advocate in the Attorney-General. I mention this to show that the Hon. member for Victoria District has no right to arrogate to himself that he was the only man who was far-seeing enough to recognize the advantages of Confederation three years ago, and as a reproof to him for finding fault with the position taken by Hon. Official Members on this question now.

To sum up, Sir, I say that amongst the Statesmen of Canada, we may safely look for men fully competent to control the affairs of a young nation. They are men of as much ambition and grasp of thought as are the rulers in the adjoining States; and, depend upon it, nothing will be left undone to advance the prosperity and well-being of every portion of their vast Dominion. We may safely repose full confidence in them. England has done so, or she would never have committed the well-being of four millions of her subjects to their care.

They can steer the good ship "Dominion" and hold her on her way. She will receive many a shock, "but 'twill be of the waves, and not the rock."

LETTER ON THE CARNARVON TERMS AND THE TERMS OF UNION:

VICTORIA, Feb. 1st, 1875.

EDITOR COLONIST:—The past week has disclosed the fact that the people of British Columbia, particularly the Mainland portion, have been wilfully and malicious-

ly sold! The Terms of Union, as they came from the hands of Lord Carnarvon, have been in the possession of the Local Government for six weeks past. Of this we have now abundant evidence; first from the *Standard's* crowing article, rejoicing over our discomfiture. Next in Mr. DeCosmos' speech, before leaving, in which he said that the Mainland would "GET THE WAGON ROAD." And, again, in the fact that Carnarvon's dispatch was shown to a select few weeks ago by members of the Local Government. It now turns out from the publication of the dispatch in THE COLONIST that the most essential term to the people of the interior of the Mainland has been passed over entirely; namely that of commencing Railway construction in the interior immediately on the adoption of the line. Mr. Edgar, in his letter to the Government, says, "I have the honor to inform you that I have been instructed by the Premier of Canada to make you aware of the views of his Administration on the subject of construction of the Canadian Pacific Railway." And, then as a part of their views, he says: "It is believed that the mere commencement to build a railway at the seaboard as stipulated for in the existing terms would give but little satisfaction to the producers living upon the east side of the Cascade Mountains. * * * Therefore they would endeavor so to arrange the expenditure that the legitimate advantages derivable from it (the construction of the railway) would as much as possible fall into the hands of our own producers. In addition to construction of a road (wagon) to facilitate transport along the located line, they are anxious to avail themselves of the large supplies of all kinds of provisions now existing, or capable of being produced in the interior, and would proceed FROM THE VERY FIRST with all the work of construction in that portion of the country that their engineers could sanction."

Here, then, we have one of the proposals of Mr. Mackenzie—which Lord Carnarvon (notwithstanding the sophistry of Mr. Walkem) declared in his dispatch was one of the fair and reasonable proposals of the Canadian Government—entirely and completely overlooked by his Lordship, and also by Mr. Walkem! What is to be the result of this omission? We are bound

to abide by Lord Carnarvon's decision; there is no help for us, because Walkem and his Ministry were fools enough to place the matter in dispute wholly in his Lordship's hands, with a carte blanche to do just as he pleased. * * And now we have the result! The time of commencement on the mainland is indefinite; the place of commencement be at the coast, progressing towards the mountains; track laying will follow grading, etc., and, as a consequence, every pound of supplies wanted will be brought in from abroad.

Our farmers, to the east of the Cascade Mountains, may make up their minds now that the only benefit they will derive from railway work under the new terms for the next five years will be just what they can make out of the construction of the wagon-road, wherever they may be located; and who is to blame for this? No one but a bungling Ministry, composed of two Mainlanders and two Islanders. Mr. Walkem and Mr. Armstrong are the two men who have been recreant to their trust—they have permitted this gross wrong to our section of the country; they have put the settlement of the Terms unconditionally into the hands of a British Lord, forgetting that the Local Assembly passed a resolution that no alteration of the Terms should be allowed without a direct appeal to the people for their consent. * * * * *

Early in September Carnarvon makes Walkem acquainted with the fact that he (Carnarvon) had arrived at a decision as to what was fair and right between British Columbia and the Dominion, and Walkem pleads that the declaration of this decision be withheld from the public until he (Walkem) had time to place his views on paper—a job on which he appears to have spent a great deal of time, for this precious piece of special pleading was not forthcoming until November 10th. And therein I fail to find one single word urging his Lordship to do right and justly by the farmers of the interior. He makes no attempt to show that not to begin work to the east of the Cascade Range is ruin to men who have been hanging on year after year in the hope that railway construction would help them out. Oh! no; not a word of that during the long two months he takes to prepare his long-winded paper—a job he only undertakes after Carnarvon's decision is made known to him—his

constituents and the constituents of his principal supporters east of the Cascades are entirely forgotten. Not a protest—not a word in their behalf; and being guilty of this piece of unparalleled perfidy, he instructs his organ, the *Standard*, to twit us and crow over us in the following unblushing manner, which it did in its issue of January 18th, in these words:—

“IF IT SHOULD HAPPEN THAT OUR MAINLAND FRIENDS ARE LEFT OUT IN THE COLD IN THE MATTER OF THE RAILWAY FOR SOME YEARS TO COME, THEY HAVE ONLY THEMSELVES TO BLAME.” * * * * * “WE SHALL SEE HOW THEY LIKE THE ARRANGEMENT.” But why all this reticence on the part of Walkem, so highly eulogised by the Opposition press of Canada and by the speakers at the dinner of Lawds and Jukes in London? Why this reticence on the part of the Local Government, who have had this dispatch of Carnarvon's and Walkem's beautiful specimen of special pleading written after the decision for the purpose of pulling the wool over our eyes? Why are all these kept back until our members, Mr. Thompson, Mr. Dewdney and Mr. Cunningham have taken their departure in total ignorance of the manner in which the interests of their constituents have been sacrificed? Why are all these kept back from the people on the near approach of the meeting of the Legislature? There is but answer to all these questions, and that is to prevent the people from discussing the Terms as far as possible; prevent them from instructing their members to the Local Assembly, so that they may continue blindly to support the men who have been reticent to their trust—who have bound us hand and foot. It only remains for us now to watch the gentlemen who have all along supported Mr. Walkem and Mr. Armstrong, and watch well to see what excuses they will find for continuing to cast their votes in favor of a blundering Ministry who have sold us like sheep.

TRANS-CASCADE.

THE “TEUF JAUNE CACHE” LETTER,
WHICH WAS PUBLISHED IN THE GLOBE
OF FEB. 3RD, 1876.

TO THE EDITOR OF THE GLOBE: Sir,—
The present may not be an inopportune moment, seeing that the offer of \$750,000 to British Columbia has once more re-

opened the question of the Pacific Railway scheme, to give your readers a few additional facts with regard to the British Columbia section of that railway. Being an entirely disinterested party one way or the other, and having a good many years personal experience on the Pacific Coast, particularly in the section that the projected line will traverse, I merely wish to throw what light I possess for guidance of the Canadian people in any future action they may take with regard to this railway.

During the coming sessions of the different Parliaments, it may naturally be expected that some decided action will be taken either in commencing the building of the line from the seaboard of British Columbia, or in abandoning the enterprise altogether. The present, no doubt very pretty, fencing attitude of thrust and parry between the two Governments, if continued much longer, can not but throw the whole question into ineradicable confusion, and bring discredit upon all parties interested.

Unfortunately for the parties at issue in this case, very strong arguments can be adduced in support of the position taken on either side, and their interests seem to be directly antagonistic.

We will first of all examine the stand taken by British Columbia, and the position they assume. That Colony, in its short but stormy career, has probably seen more ups and downs than any other settlement of the British race planted in any part of the globe. Brought into existence under the blighting influence of the Hudson's Bay Company in 1858, its best lands and other resources already appropriated in the hungry maw of that voracious cormorant, by a few sturdy efforts it shook off that incubus, and commenced an erratic career as a Crown Colony in Lord Lytton's time, with a host of hungry officials from Downing-street, proud, insolent, and lazy, its whole administrative department not being in accord with the spirit and genius of a new country. Its gold discoveries gave it a temporary impetus, but its mines speedily declined, and it is strongly believed to-day, that with the exception of Cariboo, more money was lost than made in the different mining camps, such as Big Bend, Kootenay, Peace River, Leech River, &c., &c. To-day the whole of its annual exports of gold do not exceed

the monthly dividend of one California mining company. Such was the rapid decline that, prior to the date of Confederation, the whole country was virtually bankrupt. But lo! here was a chance of escape from the national decay and destitution. The idea of the fusion of the different scattered Provinces of the British Empire was then in full swing, and a few sharp Columbians saw at once a chance of working upon Canada's desire of gaining a foothold on the Pacific to their own profit and aggrandizement of themselves and friends. Canada is not the first country that has been allured to its destruction by the magic charm of the golden Pacific, with its soft blowing zephyrs, its inexhaustible treasures of gold and silver, of roseate visions of boundless trade with mythical Cathay and the Isles of the East, with bonds of iron connecting Gaspe and Fuca, transporting untold wealth in silks and spices, indigo and tea, and gold and silver bars across the wide continent to the marts of Europe. It is most undoubted that some such mythical ideas as those must have overpowered the sapient statesmen who concocted that hornets' nest, THE TERMS.

We may condone their folly and excuse their ignorance and stupidity; but in what light will the Columbian delegates appear as a party to Shylock's bond? They must have known, couldn't help knowing, that in ten years time Columbia didn't send enough of her commodities to the East to discharge the demands for dispensing the second-hand wisdom of their aristocratic home-made Governor and his hungry Cabinet. They must have known that they could send nothing to Canada in exchange for the enormous amount of her manufactures which her ten thousand whites and sundry Indians and Chinamen would consume—I beg Columbia's pardon, the Celestial "*he sabe belly much too muchee*" to consume anything except his own, and is pretty nearly self-sustaining. They must have known that for a thousand miles along the projected line, with the exception of a few narrow patches in the few-and-far-between valleys, not oven a potato, let alone cereals and edibles, would grow to maturity. They must have known that beyond the Cascades, away past Quesnelmouth, Fort George, and other regions nameless and

unknown, to the borders of the Wild North Land, the whole county is a veritable abomination of desolation, the fit abode of solitude and perpetual death and decay. They must have known that this lovely land—where the hardy potato and oat, like all good young men and women, die very young—for six months at least, and I think in certain sections I am within the mark if I say eight months, of the year, is covered with snow and ice to eight, ten and twelve feet deep, and in some narrow low-lying valleys to twenty-five feet deep. All this is no fancy picture, but can be proved from the personal experience of the writer in the Cariboo and Peace River Districts; and the spirit thermometer frequently indicates from 50 to 60 degrees below zero. They must have known that the Cariboo mines, the stay and backbone of the whole Province, were entirely and hopelessly depleted, the finest portion of the population gone, the remainder dispirited and inert, the whole district being in fact at present a veritable deserted village, without apparently any hope of resuscitation, bed-rock pitching most furiously, no sign of blue clay, and even "Cariboo strawberries" being hard to get. (See note.) They must further have known that the whole realizable assets and resources of the country, including town lots at Esquimalt and Burrard Inlet, all the old mules and broken winded horses from Cariboo to Yale, and even all the bad whiskey, was held on "spec" by rapacious harpies from the Governor downwards, until the "Canadian duffer" would arrive with their money to build the railway, when they would all fall out and leave for God's country (i. e. California), all except those who would remain to have "a post on the railway, you know." And yet, knowing all this, and well knowing it too, these worthy Columbians had the audacity to draw up a contract, and the worthy Canadian Ministry had the gullibility to ratify it, the consideration being a chain around the necks of the people of Canada which they could never shake off short of a wholesale national disruption and bankruptcy.

The whole thing really seems like a scene from a Christmas pantomime, so delighting our boyish days. These worthy

"Cariboo strawberries," miner's parlance, *beans*.

and sapient Solons bargaining for the fee simple of almost a whole continent, and defining the terms and conditions of the most stupendous industrial undertaking ever conceived by any people, with the nonchalance of a Holywell street Jew haggling over the sale of an old hat! But the pantomime is over, the play is played, now comes the transformation scene; the Pacific Shylock adheres to the letter of his bond, and demands his pound of flesh, the mask has been drawn, and the glamour wafted away by the stern breezes of reality.

The condition of things in Canada at the inception of the project are far better known to your readers than they are to me. The extension of the Dominion to the Pacific was undoubtedly desirable, provided it could be done at a reasonable price, and without retarding the growth of the other Provinces. Sir John A.'s Government, tottering on the brink of dissolution, with an unworkable majority, the opposition daily growing in strength, cast about for a few more votes, and saw at once that Columbia, coming in with its half a dozen votes, would be a slight gain, and perhaps stave off defeat a few years longer. The bid was made, the offer was eagerly accepted, overtopping the most sanguine expectations of the delegates, strongly reminding one of the *sangfroid* of the Irishman endorsing a note for a friend, thanking the Pope that the bill was paid anyhow. Thus far all went merrily as a marriage bell, until the people of Canada awoke to the fact that they had been most shamefully and egregiously sold. Much to their credit, they speedily took action, and overthrew the Government who had thus belied the trust reposed in them. The question then assumed quite a different aspect, and it is difficult to follow clearly the host of resolutions and counter resolutions, votes and minutes of Council, protests and appeals, and an humble prayer at the foot of the throne by the giant Premier of British Columbia. The position taken by the Columbians has been on the whole consistent; and had the original contract been conceived in a spirit of fairness and fair dealing between the two parties, not a word could be said against their efforts to have it carried out as agreed. It is, however, now well understood that the agita-

tion against the efforts of the present Administration to correct the huge blunders of its predecessors is opposed at every step by the rapacity of a few pot-house politicians and of those noble gentlemen of the Hudson Bay Co. and ground-hog order who have nice little plots of land at Esquimalt, Nanaimo, Burrard's and Bute Inlets, waiting for the railway to commence to sell out. It is even asserted that many old squaws of Victoria have exchanged their solitary blanket for a town lot in hopes of becoming a Hudson Bay "Tyhee," and making a runaway match with gentlemen formerly hailing from Downing-street, or a cadet of some noble British house in search of a handsome *dot*, which are getting rarer and more rare every day. It is needless to expect that so long as the present parties are in influence and power in Victoria, the question will ever be approached in a fair and kindly spirit. So long as the Columbia vision is obscured by visions of castles in Spain, and terminus lots selling at fabulous values, so long will they demand their pound of flesh. It is now full time for the Canadian people to consider, and consider carefully, whether they have not purchased an empty glory at too dear a price. It is said the railway is a political necessity; suppose so, but is it feasible for a young country like Canada to engage in unproductive works of this magnitude for an idea? I have no doubt the present Government will do all in their power to meet the just demands of the Pacific Province, but, for my part, I should not hesitate at all costs to advise the total abandonment of the project. Capital invested in unproductive works is loss, and loss of capital is to a young country the running of its life blood. Of course we have heard big threats, and shall hear more. We have heard it said that Canada cannot go back on the terms. But it must be remembered that those terms were never ratified by the people of Canada; and, further, it must not be forgotten that the powers of a free people are in this respect different from the rights of the individual. The people, collectively, can, and often do, alter and undo what they formerly have done. It has also been said that Canada must be compelled to keep the terms, but I fancy it would be very hard to find the power to put that compulsion in force.

In conclusion, I trust that the question will be approached during the next session in a friendly and amicable spirit. The well-being and prosperity of the country at large should be held as dear on both sides of the Rocky Mountains. That the future will obliterate the errors of a too sanguine and corrupt Administration, and that time will heal the wounds that are at present sore and rankling, is the prayer of
TETE JAUNE CACHE.

REPLY TO TETE JAUNE CACHE, WRITTEN IN OTTAWA IN WINTER OF 1876.

TO THE EDITOR OF THE *GLOBE*:—SIR,—In your issue of the 3rd instant, you give place to an exceedingly prejudiced and ill-natured attack on British Columbia and her people in a communication over the "nom de plume," "Tete Jaune Cache," and as no one more able than myself has undertaken to expose the falsity of the reasoning and the malice pervading the contribution referred to, I ask a place in your columns to make a reply.

To begin at the last paragraph of "Tete Jaune's" letter, I wish to trust that the question will be approached during the session in a friendly and amicable spirit. But I would ask him, whoever he may be, how far his random statements, not to say his impertinent interference, will go towards promoting the amicable spirit he professes to desire? Surely "Tete Jaune" must be a thorough practiced hypocrite to express such a sentiment at the close of a letter in which he refers to our leading men as "pot-house politicians," "Jews haggling over the sale of an old hat," "rapacious harpies," "Pacific Shylocks," &c. "Tete Jaune" opens out in this wise:—"Being an entirely disinterested party one way or the other, and having a good many years' personal experience on the Pacific coast, particularly in the section that the projected line will traverse, I merely wish to throw what light I possess for the guidance of the Canadian people in any future action they may take with regard to this railway." And here is a specimen of the kind of light he possesses, and which he proposes to give gratis and for nothing to the readers of the *Globe*:—"They must have known that for a thousand miles along the projected line, with the exception of a few narrow patches in the

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few-and-far-between valleys, not even a potato, let alone cereals and edibles, would grow to maturity. They must have known that beyond the Cascades, away past Quesnelmouth, Fort George, and other regions nameless and unknown, to the borders of the Wild North Land, the whole country is a veritable abomination of desolation, the fit abode of solitude and perpetual death and decay. They must have known that this lovely land—where the hardy potato and oat, like all good young men and women, die very young—for six months at least, and I think in certain sections I am within the mark if I say eight months of the year, is covered with snow and ice to 8, 10, and 12 feet deep, and in some narrow, low-lying valleys to 25 feet deep. All this is no fancy picture but can be proved from the personal experiences of the writer in the Cariboo and Peace River districts.

Just compare this piece of rhodomontade with the unpretending, truthful, and unvarnished statement of Professor Selwyn, the Chief of the Geological Survey of Canada, who spent last summer in the Peace River district, as made to the writer on his return from the exploration of that region:—

"I find, much to my surprise, (said Mr. Selwyn,) that too little has hitherto been known respecting the northern portion of British Columbia. I have found there, I have found in the Peace River district, a tract of as fine agricultural land as I have seen in any part of the world, and it is of great extent, equal to five times the size of the Canadian peninsula. I have brought with me some very excellent samples of wheat grown in the locality, and harvested in August. I propose making a report of my investigation in that vicinity, and have the specimens of wheat now in my office at Montreal. I regard this of such importance that I should very much like to see the Pacific Railway run through that country, and seek an outlet in the Northern Pacific Ocean. I am confident that there is room in that district for millions of settlers. Next we have an extract from the *Manitoba Free Press*, on the evidence of Professor Macoun, in the following words:—"We learn that the Professor left Ottawa on the 10th of May, via British Columbia, and since that time has examined the flora of the whole of the

Peace River valley, and speaks of it in the most enthusiastic terms as a country admirably fitted for settlement, and a cultivation of all the cereals."

This is the kind of light that men of science, untarnished reputation, and of known veracity, throw on the country of which "Tete Jaune" alleges he has so intimate a knowledge. Whose evidence will the readers of the *Globe* accept? In relation to our mines, "Tete Jaune" says: "To-day the whole of its (British Columbia's) annual exports of gold do not exceed the monthly dividend of one California mining company." Now, this statement from its ambiguity is difficult to deal with. Taking it literally, it is far from being true. There is no mine either of gold, silver, iron, coal, or even diamonds in California or in any other part of the world which is paying a monthly dividend equal to the whole annual export of gold from British Columbia, even if he refers to the one silver mine in Nevada—not California—that is now paying enormous dividends.

But what comparison can there possibly be between the unexampled silver mines of Nevada and the alluvial gold deposits of any other country? As well might "Tete Jaune" compare his own private liabilities with the national debt of Great Britain. The Canadian public must not be deceived by the absurdity which underlies "Tete Jaune's" comparisons, but bear in mind that all the gold exported from British Columbia is obtained from placer or alluvial deposits; that there are no gold or silver quartz crushing mills yet established there, and that it is from the establishment of large mills, crushing thousands of tons of ore per diem, that the enormous amount of gold and silver is produced in both California and Nevada. Yet our gold and silver quartz is untouched. In 1875 British Columbia yielded from her alluvial mines \$2,400,000; and if the number of miners at work be taken into consideration, I unhesitatingly assert that there is not a mining country on the face of the globe that has given so large a percentage per head employed as has British Columbia; indeed, I should very much doubt if any country has yielded half so much.

This is another specimen of the kind of light Mr. "Tete Jaune" possesses on min-

ing matters in British Columbia, and which he offers for the "guidance of the Canadian people." Next we are taken severely to task for the manner in which we conducted negotiations for admission into the Canadian Union. He says he knew more about the country than did the statesman of Canada, and knowing this, we, a handful of British subjects away to the west, almost out of civilization, were clever enough to outwit the men whom Canada had entrusted with the control of her affairs. Were this true, would it not redound to the credit of British Columbians, particularly as "Tete Jaune" admits, further on, that "the finest part of the population had gone" (possibly himself amongst them), and that the remainder were "dispirited and inert."

Does "Tete Jaune" fancy that the Canadian public is weak enough to believe that the "poorest part" of a small population, and that part "dispirited and inert" were clever enough to outwit Sir John Macdonald, Sir Francis Hincks, Sir George Cartier, and the statesmen of that time? Well, if it be so, I can only say, to use an expressive if not elegant phrase, not unfrequently employed in British Columbia, "Bully for us!" In our hands, then, the foremost men of Canada were but as clay in the hands of the potter, and through our vile machinations they consented to place "a chain around the neck of Canadians." Now, with your permission, I will relieve "Tete Jaune" from all anxiety about that "chain." In 1866 the United States paid Russia \$7,000,000 for the territory of Alaska. So satisfactory to the American people was that purchase the Government policy in respect of it was never called in question or met with a challenge in the national Congress. If "Tete Jaune" had referred to that territory when penning the language which I have above quoted, he would have found himself to be much nearer the truth than what would seem to be either his object or desire. Alaska is admittedly an inhospitable and frozen region, yet for the purpose of the extension of empire, and holding of every available foot of frontage on the Pacific coast, the United States paid \$7,000,000. It is fair, therefore, to assume that if the frozen region of Alaska be worth \$7,000,000 to the Government of the United States, British Columbia

would be worth \$70,000,000; nay, with our coal beds (an article the United States are in need of on the Pacific) it would be no exaggeration to estimate her value to that Government at \$100,000,000, a price I do not hesitate to state she would gladly give for British Columbia to-day! With a fair and reasonable presumption of this fact before us, and with an actual knowledge of the fact that in the same year, 1866, certain annexationists in Victoria were working secretly with a view to the early "gobbling up" of our country by the United States, the men whom "Tete Jaune" chooses to describe as "haggling Jews," "rapacious harpies," and "ground hogs," after the maturest consideration had a resolution passed in the Local Assembly asking the Imperial Government to add a clause to the bill, now known as the "British North America Act," providing for the admission of British Columbia into the then proposed Confederation. Perhaps it would not be out of place to explain to the Canadian people through your columns, and incidentally to "Tete Jaune" or "Yellow Head," as the translation is and as I shall hereafter call him, the sort of influences which were fruitlessly brought to bear on the "haggling Jews," and "rapacious harpies" with a view to bringing about the annexation of British Columbia to the neighboring Republic. We are told—for I was among the number thus approached—that annexation would give value to property then valueless; that there would be an immense increase in our coal business, giving value to our coal lands then lying idle; that our timber interests, then struggling for an uncertain existence, would spring into prosperity, as United States markets, then closed, would be opened to us; that the silver leads known to exist in the interior would be speedily developed, that our fish would find in California unrestricted sale, where they, it, and all others of our products were excluded by an antagonistic and its adjunct, red tape. Even the "owners of the old mules and broken-winded horses on the Cariboo-road" were approached, and comparisons made of the earnings of such property in "poor down-trodden Columbia" and in the glorious States of the Union. Those amongst us who were struggling for position were assured that if they would only favor the

movement, any claims therefor would be handsomely met. And after all these efforts, what was the result? Why but forty names could be secured to be attached to the precious document forwarded to the President of the United States, and those forty individuals have been known as the "forty thieves" from that day to this. Surely had we been "haggling Jews" and "rapacious harpies" the inducements offered and the glowing picture of our property advancing in value a thousandfold held before our gaze by the emissaries of Uncle Sam, would have tempted us to cast in our lot with the forty millions of people to the south of us. Nevertheless we defeated this scheme, and for doing so we claim no especial credit. We are a loyal British community and prefer to remain so, notwithstanding the abuse and vilification of men of the Yellow Head stamp. But the "chain," the "chain that is around the neck of the people of Canada?" Well, I can safely say that if there be a "chain," that that chain can be got rid of. If all sentiment is to be crushed, if all hopes of a Canadian nationality is to come to an end, if dollars and cents are to reign supreme then sell your contract with British Columbia—your terms as they are called—and I doubt not that you will find a purchaser in the United States. British Columbia to-day has cost Canada but a trifle as compared with what I believe the United States would gladly pay for her, and build the railway as well. If the "chain" be around the neck of Canada she need not keep it there any longer than she desires. On the other hand, if Canada wishes to be true to her inter-Provincial obligations, if she wishes to avoid sinking to the level of a tenth-rate State of the Union—a repudiating State—if she wishes to be regarded as an honest, non-repudiating confederation, she has but to adhere to the faithful performance of her contract with British Columbia. But if she means repudiation—and I fear by the way in which some roll the sweet morsel around in their mouths that the proposition would not be without supporters—let her repudiate now and at once, and not, like the dog in the manger, neither build the railway herself nor allow anyone else to do so. I have yet, however, to hear that any of Canada's prominent

men have even thought of repudiation. Present depression has increased the tendency towards caution, but the crisis once passed men will view the undertaking very differently. In discussing the railway terms, "Yellow Head" says we are "Shylocks." This is as false as his reckless statement.

With regard to the Peace River country. Did Mr. Trutch talk like a "Shylock" when he said, before the terms had reached British Columbia, that "even Shylock would not insist on the pound of flesh if it had to be taken from a part of himself?" Did he not also say that the ten years mentioned was placing a definite number for an indefinite one, and that if eighteen or twenty years had been required it would have been readily granted? Has not Canada been informed over and over again that an extension of time could be had? Not the most ultra stickler for "terms as they are" in British Columbia has said otherwise than that a *bona fide* commencement of the work would be satisfactory to all; yea, even Mr. Walkem, with all his vagaries, expressed a willingness to extend the time limit. When individuals of the "Yellow Head" stamp undertake to vilify our people they should endeavor to remember, first: a solemn contract has been made by Canada:—Secondly, British Columbia is not now at the Canadian door a beggar for "better terms," as was Manitoba a year ago, or Nova Scotia immediately after Confederation; if she is asking for anything she is asking that Canada maintain her proverbial honesty, that Canada fulfill her solemn covenant, and in doing so she needs not to bow her head in shame or humiliation before Lords, Commons, or the people of Canada. British Columbia lived before Confederation, with products infinitely less than they are now, under a civil list of \$700,000. She paid, for ten years, a toll or tax equal to \$5 75 on every barrel of flour, and on everything else for use in the mines in proportions similar, besides enormous rates for freight. She did all this and never cost Great Britain one quarter of a dollar. If thrown on her own resources to-day she will neither beg nor starve. Like other provinces she has her internal dissensions and her local bickerings, but she has amongst her best men those who are sufficiently patriotic

to take a broad view of her present difficulties. These men are coming to the front, and a calm and careful view of the situation will soon be taken. "Yellow Head" says, "of course we have heard threats," and he prophecies that more will yet be heard. In this, too, he is as far astray as ever. Canada shall hear no threats from us. With Confederation we are better off than without it. Is that any reason why Canada should seek to do as she pleases with us? We are few in numbers. Is that a fair and just excuse for Canada to neglect her obligations? We are comparatively weak; but we are a Province of the Dominion of Canada, into which we have entered with the most loyal and patriotic motives; to advance the settlement, the development, and the civilization of our common country, and we simply ask that the terms upon which we entered the Union shall be kept in our own interest, and in the interest of the Confederation as a whole. Let us trust, Sir, that moderate men, men capable of appreciating the real difficulty, will come forward prepared on both sides to make sacrifices for the common good. I am satisfied that the feeling in British Columbia is to put a stop to this unseemly quarrel, and while we can never forget that we have right and justice on our side, yet under the circumstances we should feel that we can afford to be somewhat magnanimous.

F. J. B.

Ottawa, 11th Feb., 1876.

REPLY TO THE *GLOBE'S* ARTICLE ON MY LETTER COMMENTING ON "TETE JAUNE CACHE'S."

TO THE EDITOR OF THE *GLOBE*:—SIR: Will you afford me space to refer to the editorial remarks in respect of my letter signed F. J. B., and published in your issue of the 18th inst. You intimate that I have written a "letter on British Columbia and her grievance against the Dominion." You will pardon me for saying this is not so. I simply, and in my own feeble way, sought to reply to an exceedingly ill natured, insulting, and untruthful fling at British Columbia, and British Columbians, by one of your correspondents, and in doing so I endeavored carefully to avoid reference to the political aspect of affairs as they at present

exist between Canada and our Province, and merely touched upon it when it could not be avoided in replying to "Tete Jaune Cache's" communication.

It is somewhat flattering to me, however, to know that you found yourself compelled to go beyond the subject of my letter for matter wherewith to attack my letter, as you do when you enter into the discussion respecting the offer of \$750,000 recently made, and the Esquimalt and Nanaimo Railroad embroglio. It may possibly be a matter of surprise to you to know that many persons in British Columbia hold, and have ever held, the view that it would be utter folly to spend the millions required to build that piece of road before the work on the main line had been commenced, so that in that matter we can have no quarrel. It does strike me, however, as somewhat singular—and you will pardon me for saying so—that a letter of such a character as that written by "Yellow-head," a letter abounding in falsehood, vituperation, and misrepresentation, should be allowed to pass unchallenged, thus permitting it to be rolled up among the thousands of columns printed against the interest and in defamation of the most defenceless Province of our Dominion; and that mine, the first letter ever written in old Canada in her defence, should be assailed by you in an article one solid column in length. My object, sir, in troubling you with a reply was to show your correspondence was unworthy and that such articles as he contributes to your journal were calculated to do harm and to create a prejudice in the minds of the people he professed to enlighten against a Province already too little understood, and to warn them that his views were fallacious. If you want British Columbia to take a reasonable view of things you must put a stop to this wholesale denunciation of her people. It is unworthy of you to class us, as you do. You say that "you much doubt whether British Columbians have obtained the permission of Great Britain to sell Vancouver Island or any other part of the British Empire to a foreign State." I am prepared to grant that we have no such permission, but I have no difficulty in bringing to my mind that one of the arguments used by the *Globe* against the "Independence of Canada" movement was that it

meant annexation to the United States. Now, then, if annexation is impossible for British Columbia, how comes it to be possible for Canada? or did the *Globe* not believe in its own argument? If the independence of Canada means annexation, why should not the secession of British Columbia mean the same thing? Great Britain does not sell her empire, but unless I have read the *Globe* for the past twenty years to no purpose, she has allowed many an empire, in size at least, to slip into Uncle Sam's hands. Only last year she blundered off San Juan, and it is, by the merest chance that she has a foothold on the Pacific Ocean to-day. What she has done before she may do again, and there are many who think that if the United States were sufficiently awake to the acquisition of British Columbia to put out her strength to help us, that the merchants of Great Britain would soon find some good reason why England should not go to war for such a trifle.

But of what use this discussion? There are reasonable men in British Columbia who only require to be assured that Canada is in earnest, and that she will do the best that she can to carry out the spirit of her obligations, who will do all in their power toward arriving at a reasonable adjustment of existing difficulties. Let these men be met in a spirit of fair play, and my word for it the British Columbia difficulty will soon be among the things of the past.

In conclusion, permit me to add that I have no disposition to continue this correspondence. My only object in addressing you at all was to defend a Province in which I have lived for upwards of seventeen years against the vile attacks of a mere bird of passage.

In allowing me space for this purpose you have placed me under obligations, for which please receive the thanks of

Yours, &c., F. J. B.

THE VICTORIA STANDARD'S REMARKS ON
MY LETTERS IN REPLY TO "TETE JAUNE
CACHE."

In a recent issue of the *Globe* newspaper there appears an editorial entitled "Canada and her Western Province." The article deals with a letter signed F. J. B. in reply to a communication from some low literary

vagrant calling himself Tete Jaune Cache, and scarifies F. J. B. in a well deserved manner. We cannot help thinking that the *Globe* has laid too much importance to F. J. B. and his communication. He may be the champion of the select few who make what they can out of Pacific Railway Supplies and mail contracts, but he no more represents the true feeling of this Province than one of the Chiefs of the Queen Charlotte Siwashas. We agree most heartily with the *Globe* when it says that "if harmonious relations are to be attained, it is unwise to make continued reference to the advantage which British Columbia would have found in making her bargain with the States than with Canada." We ask nothing from the Dominion of Canada but what we consider we are entitled to by the Terms of Union and which were pledged to us by the honor of the Crown. We are very sorry that our Toronto contemporary should have taken the *ipse dixit* of an irresponsible F. J. B. through a gratuitous contribution, as a threat from this Province. F. J. B. is not our representative and we sincerely hope never will be. We indignantly protest against F. J. B. representing this Province as a mere huckster selling its rights and its allegiance to the "Old Flag" to the highest bidder whether American or Canadian. British Columbia has been struggling for the accomplishment of a great British nationality on this continent—and not solely for her own aggrandisement. To say that we could have sold ourselves to this country or to that country for a few shekels of silver, more or less, is the gratuitous assertion of an ignorant and narrow mind that imagines the Province places as much value upon dollars and cents as he seems to do himself. According to the *Globe*, and we agree with it, the pith of F. J. B.'s letter is that British Columbia sold herself to Canada at a high figure but not so high as it ought to have been looking at the price paid by the United States for Alaska. This is an insult to the genius and spirit of our people. British Columbia entered Confederation not in the auction mart but upon terms mutually and readily agreed to by Canada. Had such not been the case England would never have assented to them. We take the liberty of advising the *Globe* to attach no importance to long winded letters writ-

ten in a similar strain of discreditable abuse and undeserved reflections on our people at large. The *Globe* stoops from its position as a leading journal when it does itself the honor of even attacking and despising such insignificant writers.

THE VICTORIA DAILY COLONIST ON THE POSITION TAKEN BY THE STANDARD.

Within the past two weeks we have republished from the Toronto *Globe* two excellent letters from the pen of Mr. F. J. Barnard. Those letters created in this city the liveliest feelings of satisfaction that one so able and influential, as the writer undeniably is, should have come to the defence of British Columbia when she was foully attacked by an anonymous correspondent of the *Globe*, who sought to detract from the value of this Province to the Dominion and libelled in a very gross manner her citizens. It was natural that the *Globe* (intent on making the best possible bargain with Columbia in the interest of the Eastern Provinces) endeavor to pick to pieces Mr. Barnard's manly and convincing letters and try to counteract the great influence of his sound argument on Canadians to convince them of the importance of retaining their hold on this Province even at the cost of a railway from ocean to ocean. We say that such a line of conduct was quite compatible with the *Globe's* idea of its duty to the people of the Province in which it is published. One may question the wisdom of a policy of irritation in dealing with and speaking of British Columbia; but none will dispute the right of the *Globe* to advocate any policy it may see fit. We confess, however, that we were not prepared to find a newspaper published in Victoria City attacking the character and standing of the defender of the Province. It was enough, surely, that the *Globe* should assail Mr. Barnard. But no one anticipated that he would have been "wounded in the house of his friends" while in the act of defending those friends from the rude assault of what the *Standard* has bawled itself hoarse in denouncing as the "common enemy." Yesterday's leading article in the *Standard* was simply disgraceful. No doubt it was galling to our contemporary to find the man it has frequently referred to as "a traitor," extolled on all sides for the

plucky manner in which he took up the cudgels in behalf of the Province. No doubt it "ate its heart" with envy when it found his defence copied into and approved by every newspaper in the Province save one—and that itself. But because it may be devoured by those discreditable feelings is no reason why it should attempt to destroy the good impression Mr. Barnard had certainly made in the interest of Columbia at the East. Now, let us see what is the "head and front of the offending." Mr. Barnard pointed out to the *Globe* the impolicy of irritating and abusing British Columbia at a time when it was of the greatest importance that the public mind of the Province should be tranquilized and calmed. He also stated that British Columbia asked only her rights of Canada. Was there any crime in that? The *Standard* seems to think there was; for it says that in writing as he did Mr. Barnard was merely the mouthpiece of certain interested individuals (as if every Columbian were not interested in obtaining a satisfactory solution of the railway puzzle) and actually upbraids our Toronto contemporary for taking the slightest notice of "F. J. B.'s" letter. As Squeers would say, "Here's richness!"

A champion of British Columbia, who entered the lists against a powerful antagonist whose chief weapons are prejudice and misrepresentation, returning flushed with victory from the tournament, is to be assailed by the people in whose cause he has battled with contempt and contumely. At least, such is the treatment the *Standard* wants him to receive; but the *Standard* is not the People, nor does it represent the People of British Columbia who, not having been parties to the "Fight Mackenzie" policy in the past, are not going to help it "Kick Barnard" now. While attacking the letters of the defender the *Standard* fails not to give the anonymous writer in the *Globe* a poke. It calls him a "low literary vagrant." Anyone can call names; but why does the *Standard* not dispute his "facts," combat his "reasoning," upset his "argument"? Where is the "Genial and Gifted" Amor? How does it happen that his clarion voice was not raised or his trenchant pen wielded in defence of his Province? How does it happen that a "low literary vagrant" was

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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-

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

progress. Our farmers will then feel that there is a future and will prepare to supply the demand thus created and will look favorably on the construction of the Island section, for it will offer them a market—not a monopoly—but an opportunity of competing with the Sound for supplies. I might extend this letter beyond permissible limits by showing how the Island would be benefitted by the stimulation of industries in the interior; how she would do away with the objection now offered to the progress of her favorite enterprise, but

will leave it for a future letter. Before closing, however, I would say the mainland must have some interest in common with the Island, some opportunity of opening up a market, or she will never cease to offer objections to the commencement of a large public work in which she can have no possible interest—a work which can only help to build up Puget Sound, Oregon and California and a work of doubtful permanent utility.

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