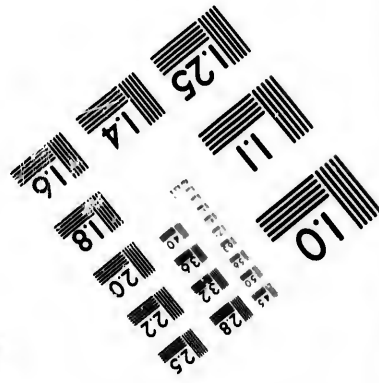
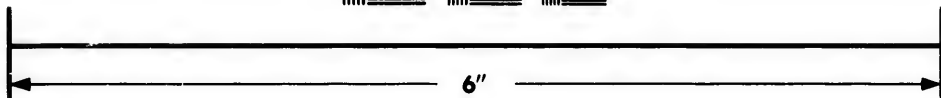
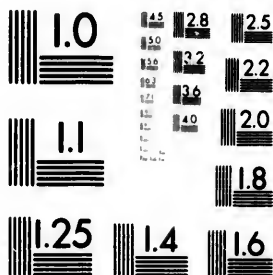


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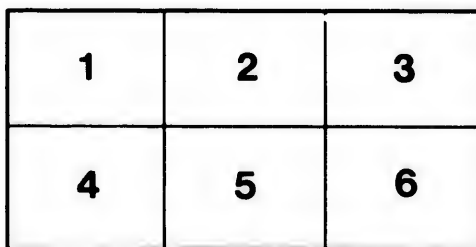
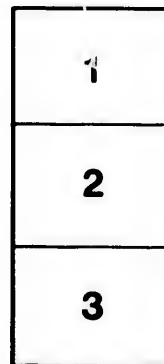
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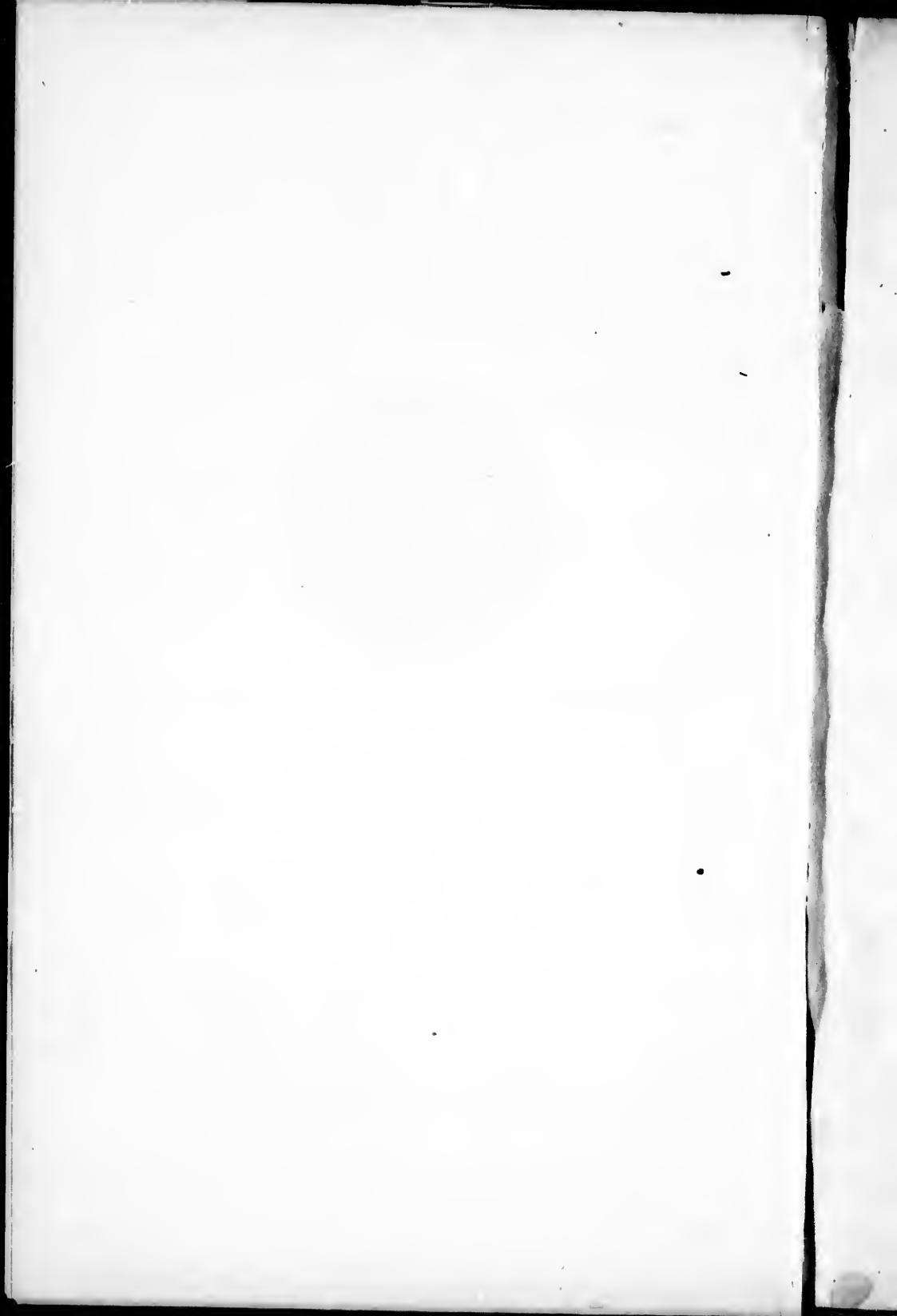
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BRITISH COLUMBIA
AND THE
CANADIAN PACIFIC RAILWAY.

COMPLIMENTARY DINNER
TO THE
HON. MR. TRUTCH,
Surveyor-General of British Columbia,

GIVEN AT THE
RUSSELL HOUSE, OTTAWA,
On MONDAY, 10th APRIL, 1871.

REPORTED FOR THE MONTREAL GAZETTE.

MONTREAL:
THE GAZETTE PRINTING HOUSE, CORNER FRANCOIS XAVIER AND CRAIG STREETS.

1871.

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COMPLIMENTARY DINNER

TO THE

HON. MR. TRUTCH, OF BRITISH COLUMBIA

OTTAWA, 10TH APRIL, 1871.

(From the Montreal Gazette.)

One of the most interesting events of the present session of the Dominion Parliament was the complimentary dinner given to the Hon. Mr. Trutch, Surveyor General of British Columbia, on the evening of the 10th April instant, at the Russell House, Ottawa. The dinner was participated in by Ministers and by members of both Houses, who, having aided in the work of Union, met together to congratulate each other upon what they had accomplished, and to do honour to our new sister Colony in the person of her representative. Among those who were present were many who, in various capacities, have been warm supporters of that policy which has resulted in the practical admission of British Columbia and the extension of the boundaries of the Dominion to the far away shores of the Pacific Ocean.

The large dining room was decorated in a very tasteful manner with flags, evergreens, and appropriate mottoes; among the latter we noticed

"Westward the march of Empire takes its way."

"The Star of Empire glitters in the West."

"One Queen, one Flag, one Destiny, one Empire."

"British Connection."

"Vis unita Fortior."

"Quis separabit?"

"A Pacific Railway."

"Ontario;" "Quebec;" "New Brunswick;" "Nova Scotia;" "Manitoba;" "British Columbia;" together with several others.

Gowan's band was in attendance in the gallery, and did much to promote the enjoyment of the evening by the performance of some excellent music.

At eight o'clock the guests walked into the hall to the number of about 200, and seated themselves at the tables.

The chair was occupied by Sir G. E. Cartier. On his right was Mr. Trutch, and on his left, Hon. Mr. Cockburn, Speaker of the House of Commons. The vice chairs were

occupied by Mr. Angus Morrison, M.P., and Mr. Alonzo Wright, M.P.

When justice had been done to the very excellent dinner provided, the chairman rose and proposed the first toast, which was drunk with the usual loyal honors.

"The Queen"

Band—"God save the Queen."

The next toast was "the Prince and Princess of Wales and the rest of the Royal Family."

Band—"The Red White and Blue."

Sir G. E. CARTIER then proposed the Army, Navy, and Volunteers. He might be considered as too intimately connected with the latter to propose a toast of the kind with propriety, but he might, at all events, say that the volunteers of Canada had on more than one occasion during the past few years been called upon to defend their country and they had done so bravely and nobly, and like patriotic men (cheers).

Band—"British Grenadiers."

Lt.-Col. CHAMBERLIN, C.M.G., in response to an unanimous call responded, saying that he thanked the company most heartily for the honor done to the volunteers. In presence of the chief of the Canadian Navy and also of an officer of the British regular army (Captain Cameron) he could not say anything on behalf of those branches of the service, but speaking for the volunteers he could, without any hesitation, testify to the gratification they experienced at having the services which they had rendered in defence of the Empire so heartily recognized, and also at finding their brother volunteers and fellow subjects, from the Atlantic to the Pacific, united with them in the glorious privilege of defending the flag of the Empire. (Cheers.)

Captain CAMERON was also called upon to respond. He said he regretted that a distinguished volunteer officer like Colonel Chamberlin had not undertaken to speak on behalf of the regular army as well as for the volunteers. He alluded to the Imperial policy of withdrawing the troops from Cana-

da, and to the doubts which that policy seemed to have given rise to in the minds of Canadians. These doubts are very painful to Imperial officers, who know perfectly well that the old English heart still beats beneath the English breast. (Cheers.) The Imperial Government had a right to withdraw the troops from Canada, and to pursue a policy of concentration which any military man would say was a wise one. But Britain would not forget her children. (Cheers.)

Commodore FORTIN replied on behalf of the Navy. He said he was not a member of the Royal navy, but only of the Provincial navy, which was a comparatively small affair. Still it must be remembered that a navy did not consist in ships alone, but in the bone and muscle of its sailors, and in the eighty thousand fishermen whom Canada possessed lay the strength of the Canadian navy. (Cheers.)

Hon. Mr. MITCHELL also replied on behalf of the navy. He said that the events of the past years had shown that the navy of Canada was of some account, and as for the Royal Navy that great and glorious service which has done so much to uphold the honor of the Empire for years past, its fame was world wide. (Cheers.)

Sir GEORGE E. CARTIER then rose and said he had now to propose the toast of the evening, "Our Guest," the Honorable Mr. Trutch. Before doing so, however, he hoped to be allowed to make a few observations. Last year we achieved a great deal in extending the boundaries of the Dominion as far as the Rocky Mountains. That was a great and difficult work to accomplish, but it was merely an extension of the territorial limits of the Dominion. Now they had achieved a greater work, they had carried the limits of Canada as far as they could go in a westerly direction, and the end attained was worth the struggle. (Cheers.) Since Mr. Trutch had been in Canada he had won many friends, but he (Sir George Cartier) and his colleagues had better opportunities than any one else to form a more intimate acquaintance with him, and British Columbia, he was quite sure, could not have a better representative. He regretted that the two gentlemen who accompanied him as delegates last summer were not with him. Still, he could not help feeling that they enjoyed a great pleasure in having Mr. Trutch, one of the leading members of the British Columbia Executive Council, present with them (cheers). We have had our struggle and are now rejoicing over our success, but we must not forget that Mr. Trutch and his colleagues have been battling for Union for years. Our triumph was his triumph also, and it was our duty to congratulate and do honour to him (cheers). He (Sir George Cartier) could not forget that 300 years ago a bold navigator set sail westward to discover a way to the eastern coast of Asia. His name was Jacques Cartier (cheers). He was followed by Champlain and La Salle, and when the latter left the place where now stands the village of La-

chne, seven miles from Montreal, he said as he sailed westward that he was "off for China." The Canada of which these early settlers dreamed was not a Lower Canada, but a Canada that should really extend to China (cheers). The Canada which we are establishing to-day is the Canada which they desired to see, one that should extend from ocean to ocean (cheers).

Band—"For he's a jolly good fellow."

Mr. TATCHE then rose and replied as follows:—

I thank you most heartily, Mr. Chairman and gentlemen, for the great honour you have to-night conferred on British Columbia through her representative, and my personal acknowledgments are especially due to you, Sir, for the flattering terms in which you have spoken of me. I am well aware that I am all undeserving of the high encomiums which your politeness has led you to bestow on me. As an Englishman—a loyal British subject—and as a true friend of British Columbia, the home of my adoption for the past 12 years, my heart has been thoroughly in the work of extending the Dominion of Canada to the Pacific. But I can assume no other merit than this—if indeed there can be any merit in the performance of a simple and most pleasurable duty—that I have laboured earnestly under the direction of our most excellent and able Governor, Mr. Musgrave, to promote that great object now so happily attained. But it is not the less gratifying to me, sir, to be the recipient of the cordial welcome extended here to-night to British Columbia in the person of her representative on her entrance into this Confederation of British North America; a welcome which, I can assure you, will be most gratefully appreciated in that country, and cannot fail to draw closer the bonds of union between our community and the people of Canada. Well knowing as I do that I am expressing the sentiments of joyful gratitude which possess the entire British population of our colony at this moment, I tender their thanks to those gentlemen whose votes have secured for us the consummation of our hopes and aspirations; and I congratulate you, Mr. Chairman, and your honourable colleagues in the Dominion Government, on your far-sighted statesmanship in bringing this measure, so entirely in accord with the clearly enunciated wishes of the Imperial Government, to a successful issue, undeterred by the strenuous opposition urged against it; and I confidently express my belief, that as the true merits of this measure are more thoroughly understood, as the baselessness and fallacy of the objections to the terms of our Union, and particularly to the railway engagement, are realized throughout the country, the policy of your Government will be more and more generally and thankfully sustained. (Cheers.)

THE OPPOSITION FROM ONTARIO.

It would ill become me, Sir, a stranger occupying the position I do, to offer any

criticism hostile to the action of those who placed themselves in antagonism to this measure. I can fully believe that those gentlemen took that position in the conscientious discharge of their duty. But having listened to the whole of the debate on this subject, having taken part in the arrangement of the terms discussed, and having special local acquaintance with the facts involved, I think I may be permitted, indeed I consider it my duty, to comment on some of the objections and arguments urged against the passage of this measure, with the view of removing misapprehension. And in the first place I desire to say that in British Columbia, we have been led to understand most distinctly from the utterances of public men, and from the opinions enunciated in leading journals in Ontario, that from that quarter at least we should have no opposition. We were aware that there were in this country, some, who having opposed Confederation from its inception, were still hostile to that great and good measure, or at best doubtful friends to its accomplishment, convinced against their will but of the same opinion still, and from those gentlemen we anticipated antagonism to our Union with the Dominion. But the people of Ontario we have regarded as our natural allies in this connection, and we supposed that the leaders of political parties in that province would unite in extending confederation westward on any reasonable terms which might be laid before them. During the course of this debate I have heard many statements made and opinions expressed depreciatory, and as it appeared to me extravagantly depreciatory, of our country and our people. (Hear, hear.) I believe that those statements were made honestly though upon false information. But not the less do I regret that those statements are about to inflict much mortification and bitterness of heart upon the people of our country. They cannot know the circumstances under which these statements were uttered, and will not therefore make allowances for those who uttered them as I do. I have never believed that it was a part of my mission here to vaunt the material wealth of our country, to extol its excellence, or in any way to press British Columbia upon Canada. But I think it is necessary, after what has been said, to give you gentlemen here present some just idea of the wealth and worth of our country. This is no occasion for attempting any detailed description or statistical essay on British Columbia, but I will endeavor to sketch with as few touches as possible,

THE LEADING FEATURES OF THE COUNTRY.

The position of British Columbia you are all well acquainted with, commanding, as it does, not only the trade of the Western continent of America, and the islands of the Pacific, but also that of the Trans-Pacific countries. It has a sea coast extending 500 miles in a straight line, with a labyrinth of islands along its whole length, forming innu-

merable harbours, inlets and canals, together with the rivers which empty into them teeming with fish—salmon, sturgeon, mackerel, cod, herring, halibut, oolachans, and last but not least, with whales. These fisheries are a source of wealth at present totally undeveloped with us. We know only of its boundless richness, but except a small beginning in whale fishery, nothing has as yet been done to render merchantable these immense resources. Then our forests, extending all along the coast and river courses, of vast extents of timber excellent in quality, and, from their proximity to water carriage, most valuable for shipbuilding and lumbering purposes. This industry in British Columbia has latterly effected a good start, as appears from the official returns for 1869, that in that year lumber amounting in value to \$250,000 was exported. Our coal fields too are of vast extent—of bituminous coal in Vancouver's Island, along the coast of the mainland and 200 miles in the interior of the country. These have been worked to some extent for some years past, and in 1869, \$125,000 worth of coal was exported to San Francisco. We have also that which some think more valuable than bituminous coal. In Queen Charlotte's Island large deposits of anthracite coal have been discovered, and of this a sample was this year introduced into San Francisco and is now selling at \$17.00 a ton as I learn from San Francisco papers. California has very little coal within her own limits, and what there exists is of the poorest quality. She is therefore almost altogether supplied by British Columbia, and strange to say, to some extent from Australia. Then in 1869 our exports of furs and hides amounted to \$264,000. We possess, also, minerals of almost every description. In fact, I hardly know of any that have not been found in our country. The gold exported in 1867 amounted to a million and a half of dollars; and we have besides, silver, iron, copper, lead, and many other minerals of less importance. Building materials, too, abound; as lime, marble, freestone, slate, cement, &c. And now with regard to lands, I would like to speak very carefully, as there appears such conflict of opinion here on this point. It is true, as has been stated, that the country is much broken up by intersecting mountain ranges. But it must be remembered that all is not mountainous. We have a very large quantity of valuable land, available for agricultural and pastoral purposes in British Columbia on the high plateaus and interspersed amongst the valleys, capable of supporting a very large population, and though not perhaps constituting what may be called, strictly speaking, an agricultural country, yet amounting, I think, to from a fourth to a third of the country, a good portion of which is now under cultivation, and yields heavy crops of grain and roots. As to the climate I am almost afraid to touch upon it. It possesses such a charm for one who has experienced it; varying as it does from the humid West of England climate of Vancouver's Island and the

coast region to the drier climate of the table-land of the interior, and the more bracing temperature of the mountain districts, but everywhere salubrious and favorable to the settlement of the country, and forming one of its main attractions. I have pointed out to you sufficient material resources and advantages to show that apart from its political value to Canada, this is a country worth having. (Hear, hear, and cheers.) And I know no reason why this country, now separated and isolated, should not become a source of great wealth to this Dominion. (Hear, hear.)

WHY BRITISH COLUMBIA HAS NOT PROSPERED.

But it has been asked why is it that you have so small a population in this country? You have not far to seek for the answer. To my mind the reasons are very plain and very simple. British Columbia is a most isolated country, cut off from Great Britain by a sea voyage of 150 days, and walled in to the east by the Rocky Mountains, preventing all communication with this country, and still more shut off on the south by the United States, through which all immigrants to British Columbia have to pass. We know what is done in San Francisco to prevent those immigrants from coming to us,—how our country, government, and institutions are misrepresented. Another difficulty is its inaccessibility. Good roads have, to be sure, been made to some parts of the country, but even along the main road the cost of carrying freight from the sea coast to Cariboo is fifteen cents a pound. Six dollars a day is considered poor man's digging there, and wages are mainly from this cause proportionately high. There is another reason which I think has operated almost as largely against our obtaining any increase of population. Up to this year British Columbia has been a Crown colony, with a government, so to speak, despotic, there being no popular representative body. Such a form of government is supremely distasteful to any Anglo-Saxon community, and especially so to one situated as that of British Columbia is, in close juxtaposition to the republican territory south of us. The government has, I know, been honestly carried on with the best interests of the country in view, but we have been aware that the form of government has deterred immigration. But how is this community open to the accusations which I have heard urged against it, as being a worthless vagrant population. I stand here prepared to state that the population of British Columbia will compare favorably man for man with any on this continent. And I adduce to you as a proof of what I have said what has already been done in that colony still in its cradle. Only ten years ago it was established as a colony, and now look at the towns, farming settlements and roads we have constructed. I see nothing in this eastern portion of this continent to compare with our coach roads; and all this we have

done with our own money, not a penny have we ever had from England. The road which we have built from the head of the navigation on the Lower Fraser, to Cariboo cost us a million and a half dollars. It is wrong to say that any portion of the population is nomadic. Such is not the case. There are some two thousand miners who work steadily in the mining district the year round—they cannot be called nomadic, and the rest of the population are farmers for the most part or traders, or professional men, and small as the community is, it is, I believe as intelligent, hardworking and loyal to the British Flag as any in Canada. (Cheers.)

THE UNION QUESTION IN THE COLONY.

Permit me now to trace the history of Confederation in British Columbia, and to review the position of the question there at the present time. In March 1867, while your delegates were in London, completing the negotiations which resulted in the present British North America Act, our Legislative Council, then composed of fourteen official and nine selected members, but all appointed by the Governor, being in session, passed an unanimous resolution praying that they might be allowed the opportunity of entering the Confederation at some future day on terms fair and equitable. And that sentiment exists to-day and to an increased degree. (Hear, hear, and cheers.) This resolution was telegraphed by our Governor to the Secretary of State. I know not whether this resolution was instrumental in causing the 146th section to be inserted in the British North America Act, but shortly after our message was sent a reply was received informing us that provision had been made for our admittance into the Confederation. In 1868, resolutions were inopportunistically introduced into our legislature praying for immediate confederation with Canada; but in view of the fact that the great North-West was still unconnected with the Dominion, this movement was voted premature and impracticable. In 1869 a similar resolution favouring immediate confederation was again proposed in the Council by some enthusiastic friends of Confederation, but again rejected on the same ground as in the year before. But in 1870 the North-West, having been acquired by you, and her Majesty's Representative in British Columbia having been informed of the policy of the Imperial Government, it was resolved to take up the question of our Union with Canada and to bring it before the country. The Governor therefore in Executive Council formed a scheme and that scheme was passed through the Legislative Council as a government measure, it being however distinctly promised that the people of British Columbia should have an opportunity of concurring in or rejecting the terms of Union in a Legislative Council in which there should be a majority of representative members. These assurances have been strictly fulfilled. The terms of Union agreed upon between the

delegates from British Columbia and the Dominion Government last year, were submitted on the 18th of last January, to a Legislative Council, composed of nine representatives and six appointed members, and unanimously adopted. (Cheers) I should now like to speak about

THE TERMS OF UNION THEMSELVES

and show you how they appear from a British Columbian point of view, and I will confine myself to the questions of the financial arrangements, the representation and the railway undertaking—the only points which were really opposed during the discussion in Parliament. I will first speak of the financial arrangement, and with your permission, I will take you back to the time when the scheme was first discussed in the Executive Council of British Columbia. As soon as we came to consider the question of terms we arrived at the conclusion that no scheme based on the actual population of the country was capable of being adopted; that it was simply impossible that we should receive a sufficient subsidy on those conditions to carry on the affairs of the Province, and that it was impossible to proceed according to the strict terms of the British North American Act in this respect. Having arrived at this conclusion, that by some means we must have a certain sum of money, we resolved to adopt a fictitious scheme, based upon the customs revenue of the country. This scheme was rejected by your government in conference with our delegation last June, and I think properly so, but we then insisted that we must have a certain sum of money, and urged that it was unwise to cut the means of the Colony down below the revenue actually required for necessary expenditures, as the Dominion would only ultimately find itself obliged to make a more liberal arrangement; and we pointed out that the Colony was giving up the only elastic source of revenue which we have—the Customs revenue—the only source of revenue capable of meeting the growing requirements of the people, and that even if we got at first more subsidy than our population entitled us to, year by year as our numbers increased the Dominion would get the better bargain financially. It was then proposed that for the land to be made over by the Colony for the construction of the railway, we should get a certain sum of \$100,000 annually, and to this arrangement we assented. A false impression has been created on this point. We came here last year willing enough to give any reasonable amount of land in aid of the railway, and asked no compensation for it. But it should be borne in mind that the extent of land to be contributed by British Columbia for this object, is manifold greater in proportion to her population than that to be supplied by Ontario or by the Dominion, whose people are equally interested with us in this railroad enterprise, and it cannot therefore be justly held that we drove a hard bargain in this

matter. (Hear, hear.) I assure you that the question of representation has not been considered of so much importance in British Columbia as it has here. I have always thought and stated as my opinion, that the strength of British Columbia in the Confederation must consist in her weakness, that in order to make the Dominion prosper, you must make British Columbia prosper, and that therefore the whole country would cherish our interests, and that the main use of our representatives must be at first to give information as to a country of which so little is known—as has been so clearly shown by the late debates. When our delegation came here last year our scheme proposed a representation in the Commons of eight members, proportioned to a population based on the customs revenue of the country. This was reduced to six, and we not unwillingly agreed to the reduction. But we have never been able to appreciate that we were bound by the British North American Act in this matter of representation, and had we been told that we could have under that Act no representation, as I have heard argued, or only one member, we would have certainly said, "Much obliged to you, we will remain a little longer as we are." (Hear, hear.) And now with regard to

THE RAILWAY CLAUSE

of these terms. After all the rest of the scheme of union had been framed in Executive Council, it was unanimously agreed, and this conclusion has been supported by the sentiment of the whole community, that there could not be any real union with Canada without a material connection by the construction of a coach road first, to be followed at once by a railway. That was the conclusion arrived at by our Legislative Council in 1870, and urged upon your Government by the British Columbia delegates as a *sine qua non* of our union. There was a very great lack of confidence in Canada at that time on the part of some members of the Legislative Council, and among the people of Victoria, not because those gentlemen, who were nearly all Englishmen, had any leaning towards the United States, but because they feared that Canada was not in a position to undertake the construction of this material connection by railway between British Columbia and this part of the Dominion. If Canada were not to make this connection, then we might just as well seek union with Australia or New Zealand (hear, hear) If we were only to become a mere isolated colony of Canada we had better remain as we were, a separate colony of England. We argued "If Canada is now ready to make this railway, then let us join her at once, if not we shall do better to stay as we are until she is prepared to undertake the responsibility of that enterprise." We never thought of requiring the construction of this railway as the price of our union with the Dominion, but we had been told that Canada was ready to build this railway, that it was a

political and commercial necessity for her to do so, and that she wanted British Columbia chiefly for the purpose of making this railway through our country to the Pacific. Under these circumstances we were ready, we were desirous of entering into this Confederation. In the early part of these remarks I told you that, we in British Columbia had been led to expect, from the utterances of her public men and from the views expressed by her journalists, that the union of British Columbia with the Dominion would have met with the hearty approval of Ontario, that the construction at once of the Canadian Pacific Railway would meet with her ready support, and I intimated to you, Sir, that I knew that British Columbia would be, as I was, astonished at the position taken by many members of Parliament from Ontario. And in support of that position I pray you to allow me to read to you an extract from the *British Colonist* of the 15th March, published in Victoria, which I received three days since. In a leading article our Victoria editor writes as follows:

"British Columbia owes much to the *Toronto Globe* for the force and ability with which it has lately pressed upon the Dominion of Canada the necessity for a loftier, a bolder, a more vigorous, and truly national policy with respect to throwing open the great North West and pressing onward to the Pacific. Our big contemporary is doubtless not altogether free from faults and fallings, but this one virtue ought to cover a multitude of sins to the eye of British Columbia at least. In a recent number of the *Globe* we find a very able leading article upon the subject of the Canadian Pacific Railway. Our contemporary alludes to the argument so commonly put forward by our American neighbours, viz., that the American Northern Pacific Railway, running, as it does near the boundary line, and draining, as it will, the British possessions lying to the north of the forty-ninth parallel, must forever forbid the idea of a Canadian Pacific line proving a success, if indeed it does not forbid the idea of such a line ever being built. To this our contemporary the *Globe* well replied:—

I may remark that the following extract is quoted by our editor verbatim from the *Toronto Globe* of the 3rd February, as I have ascertained by reference to a file of that journal:

"The main line of the North Pacific at no point of its route approaches within a hundred and fifty miles of British territory, while in general it is at a much greater distance from the boundary line. Supposing our great lakes blotted out, and a wilderness of a hundred and fifty miles stretching along the whole border line of Ontario, would any one argue that a railway far down in Pennsylvania and New York would be quite sufficient to develop the resources of this country, and that all Canadian lines would be really so much mowed down? Yet such an argument would not be so foolish and inconclusive as what is urged against the construction of a great Canadian Trans-Continental Railway."

"The proposed route of that undertaking is, on an average, four hundred miles north of that being made from Danuth, and instead of being, as a large part of both the American lines must be, through an impenetrable desert, it runs through a country which, in fertility and climate, will compare favorably with any part of the North American Continent."

"When this has been stated, nothing else is necessary. Any person of ordinary intelligence can see at a glance that a railway which never, throughout its whole course comes within a hundred miles of the border line of a country, can do very little to develop the resources of

that country. It is better than nothing, but this is all that can be said in its behalf. The immediate territory through which it runs would be benefited chiefly, and in the first place and all beyond only incidentally, and after the lapse of many years."

"Instead of the fact that the North Pacific is under construction being an argument for allowing the Canadian project to lie in the meanwhile in abeyance, it affords the strongest reason possible for its being pushed through without delay. Politically it is a manifest and pressing necessity, while commercially it is as evidently of the very highest importance for Canada. In this way alone can this country have any chance for a fair share in lucrative trade with the North-west which will assuredly spring up, and in the varied traffic with the Pacific world which to a great extent will pass through Canadian territory, if once what will be the shortest and easiest route from ocean to ocean is in working order."

The British Columbia editor on this remarks:

"Our readers will agree with the foregoing, while they will most heartily endorse and enthusiastically applaud the following paragraph with which the *Globe's* article concludes:

"Our neighbours know the value of the prize involved, and are making gigantic efforts to secure it exclusively for themselves. Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry through our own territory, and in putting things in a fair way for the Canadian Pacific Railway. It is a question not merely of convenience but of national existence. It must be pushed through at whatever expense. We believe it can be so pushed through, not only without being a burden pecuniarily upon Canada, but with an absolute profit in every point of view. Without such a line a great British North America would turn out an unsubstantial dream; with it, and with ordinary prudence and wisdom on the part of her statesmen, it will be a great, a glorious, and inevitable reality."

I cannot imagine any stronger argument in favour of the immediate construction of the proposed railway, by even its most enthusiastically interested British Columbian advocates, than that here urged by the editor of the *Toronto Globe*. This work which he so pressingly insists on as a political necessity, and as of the highest commercial importance, we proposed to you to undertake; and this work you have engaged to commence at once, and to complete at the earliest practicable period, that is to say, as we have estimated, in ten years from the date of union.

THE TEN YEARS' LIMITATION.

And now, Sir, I speak with special care, as I desire that full weight should be given to every word I utter on this point, that is to say, as to the understanding which I had when this clause was framed, and still have, of the intention of this engagement by the Dominion to construct the Canadian Pacific Railway within ten years. When we came to you in June last, we proposed that you should build at once a coach road from Fort Garry to the Pacific, and within three years begin a railway, and we sought to bind you to spend a million of dollars annually on the section of this railroad in British Columbia, and to complete its construction with the utmost possible despatch. We fully understood then that once the road was commenced, it must be urged to its completion

as a matter of course, as a business necessity, and that instead of \$1,000,000 being spent, probably \$5,000,000 would be yearly expended in British Columbia. We knew, in fact, that if the road were to be completed at all, it would have to be proceeded with at a far faster rate than a million a year would insure. But there were those in British Columbia who thought that Canada would not undertake the work at all, and it was to satisfy their doubts, to secure their adhesion to the scheme, that the guarantee of the expenditure of the \$1,000,000 annually was asked. The Government, on conference with our delegation, at once expressed their readiness to commence at once the railroad to the Pacific, and to complete it as soon as it was practicable to do so; but the coach road was objected to as an unnecessary expense, in view of the immediate construction of a railroad. We from British Columbia were prepared to accept this amendment of the scheme, and we accordingly proceeded to calculate the time it would probably take to build the railroad, and we agreed upon an estimated period of ten years. If it had been put at twelve or fifteen years, British Columbia would have been just as well satisfied, and if the estimated period had been reduced to eight years she would scarcely have been better pleased; but some definite period for the completion of this work the British Columbia delegates insisted on as a necessary safeguard to our colony in entering into the proposed union. To argue that any other interpretation will be placed upon this railway engagement by British Columbia than that which I have given to you as my construction of it,—to argue that she expects it to be carried out in the exact interpretation of the words themselves, regardless of all consequences, is a fallacy which cannot bear the test of common sense. (Hear, hear.) The case stands thus: British Columbia is about to enter into a partnership with Canada, and one of the terms of the articles of partnership is that we are under the partnership to construct a railway upon certain conditions. Is British Columbia going to hold her partner to that which will bring ruin and bankruptcy upon the firm? Surely you would think us fools indeed if we adopted such a course. I would protest, and the whole of British Columbia would protest, if the government proposed to borrow \$100,000,000 or \$150,000,000 to construct this road; (hear, hear,) running the country into debt, and taxing the people of British Columbia as well as of the rest of the Dominion to pay the burden of such a debt. Why, sir, I heard it said the other evening that British Columbia had made a most Jewish bargain with you in these terms, but even Shylock himself would not exact his pound of flesh if a portion of it had to be cut from his own body. (Loud cheers and laughter.) I am sure that you will find that British Columbia is a pretty intelligent community, which will be apt to take a business view of this matter. She will expect that this railway shall be com-

menced in two years, for that is clearly practicable; and she will also expect that the financial ability of the Dominion will be exerted to its utmost, within the limits of reason, to complete it in the time named in the agreement; but you may rest assured that she will not regard this railway engagement as a "cast-iron contract," as it has been called, or desire that it should be carried out in any other way than as will secure the prosperity of the whole Dominion of which she is to be a part. (Cheers.) I have understood this railway engagement in this way from the first, and I still so understand it. I believed when we negotiated this clause in the terms of union last year, and I now believe, that it is not only practicable for this road to be built by a liberal land grant and a moderate money subsidy, but that it will be so built and completed within the estimated period of ten years. But if a mistake has been made in this estimate, do not think that British Columbia is going to put a strained interpretation upon the agreement, to her own material injury; that she is likely, as the saying is, to bite her own nose off to spite her face.

ESTIMATED COST OF THE RAILWAY.

I will enter into no estimate to-night of the cost of the section of the proposed road east of the Rocky Mountains. You have as good means of forming opinions on the probable expenditure that will be required on this portion of the line as I have. But I will speak of the probable cost of the line in British Columbia through a country with which I am personally acquainted. British Columbia, Sir, is not such an unknown, unexplored country as it has been supposed or represented to be. I may mention to you that in 1865 and 1866, in obedience to a despatch from the Secretary of State, asking for information regarding the facilities for the construction of a waggon road across the mountains, to connect with the Red River settlement, I instituted, under the Governor's direction, explorations of the country between Fraser River and the Rocky Mountain range, and the report of these explorations, together with a minute from myself thereon, summing up all the information then obtainable, were printed and have been made public. It is, I think, pretty certain that the choice for the line through the Rocky Mountains is between Leather Pass and Howse's Pass; but from the Western outlet of either of those passes, there are several lines of route to the Pacific, and I do not pretend now to offer any opinion as to the relative merits of these several lines. I will speak only of that one which I am most acquainted with, having passed over nearly this whole line from the Pacific to the Rocky Mountains, on horseback or on foot, and over parts of it frequently. I mean a line from the mouth of the Fraser, following up the course of that river and of one of its tributaries, the Thompson, to the head waters of the south branch of

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

passed away, the result of that influence would remain forever. (Cheers.)

HON. DA. TREPPE, alluded to the rapid strides which had been made in this country. Who, he said, in 1867 would have dreamt that they would have been enabled to night to celebrate the admission of British Columbia into the union. (Cheers.) He would not add a single word to what had been already said by the leader of the Government. He begged permission to offer a volunteer toast that of "our sister Province Manitoba," the representatives of which they had for the first time sitting with them at the festive board.

The toast having been enthusiastically honoured,

Dr. SCHULTZ, who was warmly received on rising, said that as "Manitoba" was not on the list of proposed toasts he had not expected to have had the honor to reply on behalf of the Province, a portion of which he had the honor to represent. Still, since they had chosen to do honor to the Prairie Province, he would say something on her behalf. He had listened with a very great deal of pleasure to the remarks of their honored guest, Mr. Trutch, and he felt that hon. gentleman had made out a very strong and very satisfactory case in favor of our newly acquired Province of British Columbia. (Hear, hear.) He felt especially pleased to meet Mr. Trutch on this festive occasion, because he felt that it would probably be the last time he could meet him in friendship. (Laughter.) It was quite evident to him that the two Western Provinces were to be rivals, and that when he met Mr. Trutch on the floor of the House of Commons next year each one would insist on the special advantages which his Province offered, and that there would be an antagonism which he trusted would not result disastrously. (Laughter.) While they were yet friends, therefore, he must congratulate the hon. gentleman who had set before them so clearly the somewhat intricate state of affairs in the Province he represented. Mr. Trutch had dwelt upon the wealth of British Columbia in its fisheries, its coal fields, its timber and its gold. Well, Manitoba had something to offer too, or rather would have when its boundaries were extended. It had its fisheries not to be despised; it had its gold fields, though people could not as yet pick up nuggets as in British Columbia. (Laughter.) Still there were those who when washing the shining sands of the Upper Saskatchewan argued that on our side of the Rocky Mountains there existed the matrix from which these golden grains had drifted. What Manitoba however had chiefly to offer to the Dominion was agricultural resources, homes to the immigrant, a yield of grain unequalled in any country. What British Columbia seemed to need was wealth—what Manitoba needed was population. He was willing that Mr. Trutch should get for his Province at the capitalists if he could secure for Manitoba that immigration which

her natural resources gave her the right to expect. He felt very hopeful about the future of his Province. Indeed since the acquisition of British Columbia he had begun to take very large views; he was even beginning to think that the capital was not central enough in the new Dominion. (Laughter.) He would not be surprised if many of us lived to see the Capitol removed to some place in the valley of Saskatchewan now occupied only by the roaming tribes of that region. The only want which Manitoba had besides population was communication, and it was with great pleasure he learned on his arrival in Canada that the Pacific Railway had been legislated and determined upon. (Cheers.) He looked upon the acquisition of these western Provinces in the light of an investment, profitable if their resources were developed, useless if not, and a Railroad was the only way to develop them. Without Railroad communication, he considered the £300,000, expended for its purchase, the two million dollars spent to put down rebellion, and the proposed payment of \$67,000 a year for the support of its Government, as just so much means squandered, so much money sunk for no possible good. (Cheers.) Had we railroad communication, we could enter the emigrant centres of the old world and fairly bid, and even outbid all competitors. Could we at a reasonable cost transport the emigrant into Manitoba, we could offer him 160 acres of better prairie land than can be found in the Western States; free. We can offer him the full privileges of citizenship, after three years residence, instead of the five years insisted on further South. We can offer him a country where taxes are scarcely known, where such necessities of life, as could not be produced on his own fields or manufactured by himself, can be bought at one-half the cost of those articles in the much lauded Western States. Where, in addition he may expect an average yield one-third greater than that of the most productive grain raising State of the Union. (Cheers.) Could we be assured of receiving such an immigration then, it seemed to him that success is certain. It is all right for us, to have these Eastern Provinces depleted for our benefit, but there is, in that, no substantial advantage to the Dominion at large. To use the immense resources we must have increased population, and with that, will come wealth rapidly enough. We must in building up a nation not depend alone on our own population and the emigrant class of the British Isles, we must have our share, a monopoly even, if we can get it, of that Scandinavian and German element which is building up the nation south of us. (Cheers.) In conclusion Dr. Schultz thanked the assembly for the good feeling they expressed towards Manitoba, he felt convinced that they would not find that Province to be the weakest nor the poorest of that chain which now girdled the continent; and if this great scheme that we have set on foot, this effort to establish on

this continent a great and prosperous British power; if it should so unfortunately happen that this scheme should be frustrated, this laudable effort fail, he felt certain that its failure will have to be ascribed to some other cause than a lack of natural resources, in that Confederation which now extends from the Atlantic to the Pacific and which embraces a territory greater than that of half the Kingdoms of Europe, or that of our natural rivals, the United States. (Cheers.)

Mr. SMITH, M. P. for Selkirk, Manitoba, after repeated calls, rose and said that, after what had fallen from the gentleman who had preceded him, there was little more to be said. As it had been determined that they were to have a railway connection with this country, he would say something about the route. It had been said that the route from Fort Garry to Canada was almost impracticable. He believed, from what he could learn from people who had traversed that route, that this was not the case. (Hear, hear.) By following the old route taken by the Hudson's Bay Company's officials, going behind Nipissing, touching Nipigon, and skirting Lac Seul, they would be able to pass through a country, certainly not quite equal to some portions of the Dominion, but, both as regarded climate and soil, not inferior to much of the country through which the Intercolonial Railway runs. At the Lake of the Woods they reached the prairie, which extended for fourteen hundred miles to the westward, and afforded facilities for the construction of a railway unequalled by that through which any railway in the Dominion passed. (Hear, hear.) Then as to the resources of the country. They possessed large fisheries, and though they might not have a fish with the colour of a salmon, they had the white fish, which was far superior in flavour. They, too, had found nuggets of gold, and they were possessed of salt mines, which were sufficient to supply the whole Dominion. There were large beds of coal, too, on the Assiniboine and the Saskatchewan, and a great deal of coal oil somewhat north; and, besides, there were copper, iron, lead, &c., in abundance, and in the Prairies district they have a country quite equal to that of the Saskatchewan, and a climate which admitted of win-

tering herds of cattle out in the prairies, where they grazed throughout the whole year, instead of being obliged to stallfeed them for at least four months, as is the case both in Ontario and Quebec (cheers). It had been supposed that the great difficulty in Manitoba was the lack of building material. But the fact was that the shores of Lake Winnipeg would supply large quantities of excellent granite and stone, and there were also extensive beds of clay, which could be used for the manufacture of bricks, and during the last year a considerable quantity of bricks had been made. He thought, therefore, that for building material they were pretty well off. (Hear, hear.) He believed that during the coming years two steamers would be running on Red River, for a distance of 160 miles, which would connect that country with the railway system of the United States. On the Lake Manitoba (from which to Fort Garry the distance was only sixty miles over a perfectly level country) and the Saskatchewan River there would doubtless also be steamers within a couple of years, thus to a certain extent opening up and giving the means of bringing down the coal and other products of that extensive and valuable district—but the great desideratum was railway communication; and he believed that within the ten years spoken of the railway would be built, and that the friends of those people who were going from Ontario and Quebec to Manitoba would not let the matter rest, but would press forward as rapidly as possible the railway to the North West. (Loud cheers.)

Sir GEORGE CARTIER then proposed the health of the speakers of the two Houses of Parliament, regretting that domestic affliction prevented the attendance of the speaker of the Senate.

Hon. Mr. COCKBURN, Speaker of the House of Commons, responded in his usual happy strain.

Then followed "the Press" to which Mr. Thomas White of the GAZETTE responded, and "the ladies" responded to by Mr. Savary. "The chairman" was proposed by Mr. Grant M.P., and after the toast had been duly honoured, the band played God Save the Queen, and the company separated.

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