

and embarked in various industries, are afraid to do so, and until the people ratify, at another general election, that policy by an unmistakable majority, the interests of the country must materially suffer. It is the same with the question now before the House. Although this House, by a majority of eighty-six, a majority unequalled on any question since Confederation, has declared that the railway policy of the Government is the proper one, what do we find? It is stated in the press—and I presume with the authority of hon. gentlemen opposite—that notwithstanding that this contract may become the law of the land now, yet the Reform party will not be bound by it, and the first opportunity they get they will rescind it. Hon. gentlemen were not satisfied to leave this question to the people, in order that they might discuss it among themselves. In the interests of their party, and with the view of embarrassing the Government, in which I am happy to say they signally failed, they got up an agitation. That agitation was begotten here; it was not the spontaneous outburst of any section of the people. They were told that they must agitate against it, and the organs of the party have done all they could to create and assist that agitation. Before it was known what the bargain really was the *Globe* newspaper found fault with it. It first built up a man of straw, which it called the bargain, and then knocked it to pieces. It has been said that the country had no notice of this bargain being made, and that no opportunity was given to other capitalists to make an offer to the Government. Why, from the very time it was first stated that the members of the Government had gone to England to endeavor to make an arrangement, the *Globe* kept the matter before the public daily. It was afterwards announced that the bargain had been made, and when the right hon. gentleman and his colleagues came back to this country to settle the details, we were told day after day that the settlement of these details was going on. Yet hon. gentlemen say no notice was given to the country. Well, Sir, the agitation having failed, meeting after meeting having been called without producing the desired effect, we heard whispers that a new Syndicate was to be formed, and a new offer made. At last this new offer is brought down and handed to the Minister of Railways, who lays it on the Table. Sir, the House must pardon me if I recite a story, which I was reminded of, when I heard of that affair. It put me in mind of the fable of the fox and a certain little animal that has not a very agreeable odor. This little animal paid a visit to the house of the fox and asked for admission. The fox declined, saying, "I do not know you." "Why," said the little animal, "I am a fox;" feel my hands, they are like those of a fox; feel my nose, it is that of a fox, and above all look at my tail, that is like a fox's." "True," said the fox, "your hands, your tail, and your nose, are like those of a fox; but you smell very much like a skunk." That is exactly the way it struck me, with respect to the second Syndicate offer. It had all the appearance of a *bona fide* offer on the face of it, but when you came to sift it, to understand it, and see the names of the gentlemen who were at the bottom of it, you understood exactly that it was a fraud. I wish to say that, while there are gentlemen connected with it who were induced to join that Syndicate, of great respectability and wealth, I do not want it to be understood that I attribute to those gentlemen any fraudulent intent; but what I mean to say is that there was a fraud in its inception; that hon. gentlemen opposite suggested it, and that by means best known to themselves, they induced some of their political partizans to take the matter up and endeavor to form a Syndicate. They succeeded in doing that, and those political gentlemen who were asked to get up the Syndicate knew perfectly well that the Government could not accept the offer. But I believe there were gentlemen who joined the Syndicate who did not know that such was the

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fact; they were humbugged into the idea that there was a good thing open, and that the Government must, as a matter of course, in the interests of the country, if they underbid the other Syndicate, accept their offer, and I believe it was on these representations that a respectable and wealthy firm of gentlemen in Hamilton, Messrs. E. & C. Gurney, were induced to join the Syndicate. I may make the same remark with respect to Mr. William Hendrie, a gentleman who is not a politician, but a man of means, who is greatly skilled in railway work, and a large railway contractor and who would be influenced by Mr. J. Stuart, his colleague on the Hamilton and North-Western, and Mr. J. Proctor, another colleague. I do not give credit to Mr. A. T. Wood, a late member of this House, or to Mr. J. Stuart, also a member of this House for a short time, for being in that position. They knew perfectly well that the offer of the second Syndicate could not be accepted by the Government; and they are such strong partizans they would not hesitate to do what they could to assist their friends in the Opposition benches and embarrass the Government. If this is not so, why did those gentlemen not think of this thing before? They cannot say they had no notice, for it was known that the Government were only too anxious to negotiate with anyone who had the means for the construction of the road. But those gentlemen did not then make an offer. How could the Government now accept this offer? It was a most absurd thing to imagine that they could under almost any circumstances. Before they accepted the offer they must notify those with whom they had already contracted that the bargain was off, and before negotiations were concluded and the House ratified the desired arrangement, we would have another Syndicate offer brought down, and hon. gentlemen opposite would be delighted to find that the Government was being embarrassed from day to day, that new syndicates were being organized and the time of the country wasted and the great hope of the Opposition almost carried out, that the building of the railway would be postponed for all time. In comparing the new offer with the contract, I observe that there is a great similarity between them; it is true, less land and money is offered to be received, of these I need not repeat what has already been said. I think, on the whole, that the contract is far more beneficial for the country than the new offer; but it has struck me as singular that several of these gentlemen are said to be, and are, in fact, interested in the Ontario system of railways, and we know that the Toronto Board of Trade has petitioned this House with reference to the effect of the 24th and 25th clauses of the Act of Incorporation, claiming that the interests of Ontario are not sufficiently protected by the 24th section; but, Sir, I find that the new Syndicate have adopted the very same form of words. There is a strong feeling with respect to these sections, and I mention this in order to draw the attention of the Minister of Railways to the fact and suggest to him that, in the interests of Ontario, when he introduces his Railway Amendment Bill he will take notice of it, as I understand he is disposed to do. In those sections there are certain provisions made with the view of keeping the Ontario system of railways perfectly independent of the Canada Central Railway, and according to my idea, the 24th section covers all that is required; but it appears that in the estimation of the Toronto Board of Trade, and other gentlemen who reside in Hamilton, there is a difference of opinion about that; and they seem to be alarmed for fear that, in case the Canada Central should become the property of the Canadian Pacific Railway, the Ontario system of railways will not be fairly dealt with. I have said before that hon. gentlemen opposite, thought it necessary to get up an agitation, that that agitation was not spontaneous, but