

chief. It was to be something different from the old plan. What other difference could there be? This proves that the cry of change of policy is not sincere. The new measure to be brought down must have been a change from construction by a company to construction by the Government. There is no other alternative. The Government resigned and the hon. member for Lambton assumed the position of First Minister. In his published address to the electors of Lambton, which stated the Ministerial policy on which the elections were held, my hon. friend declared that the bargain which had been made under the auspices of the late Government was one which could not be fulfilled. He stated that it would not do to commence the construction of the road until the country had been thoroughly surveyed, and that it would not do to prosecute the construction faster than the resources of the country would justify. He furthermore declared that application would be made to British Columbia for a relaxation of the terms which hon. gentlemen opposite had imposed upon the country; and for such an arrangement as would give a reasonable time for the commencement and performance of the work without too great a strain on our resources. The present First Minister denounced this as a breach of faith with British Columbia, entitling her to secede. So different were his views from those now advanced by the hon. Minister of Railways. Shortly after the elections, and after I had left the Government, a gentleman, formerly a member of this House (Mr. Edgar), was sent to British Columbia with a view of negotiating with that Province for a relaxation of the terms. The propositions were rejected or not accepted by the Government of British Columbia, and were withdrawn sometime in the month of June. Meantime the Session had been held, and a new Pacific Railway Act had been introduced. This second Act recited expressly all the previous resolutions against the increase of taxation. It recited that the taxation had been, to some extent increased in order to meet the obligations of the Dominion, and declared that it was proper to provide for the construction of the road as rapidly as the work could be accomplished without further raising the rate of taxation; and,

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the former scheme having failed and it being impossible now to assume that the road could be constructed by means of a company, power was given by the Government to build sections as a Government work; but the avowed and stated policy of the Administration was to use that power only for the purpose of doing some parts of the work in advance of the completion of the surveys for the through line; and it has been repeatedly explained, by my hon. friend, the member for Lambton, that his intention was, as soon as the surveys were completed, to submit the whole of the road to tender, on a land and money basis, the contractors taking over, as cash on account, the works meantime executed by the Government. It was a scheme devised to make progress where, and so far as progress could be made consistently with the resolution against increased taxation. The Minister has complained that there was no reiteration of the declaration that the road should be built only by a company, but there was contained in the Act a power to do the work by means of a company. At any rate it was unnecessary to reiterate that. My belief is that it would have been contrary to the policy which the present First Minister believed to be sound when he announced his views in Lennox, in 1873. I maintain that, by that Act, which repeated and re-enacted the old resolutions, and declared it was proper to proceed only consistently with the provision against increased taxation, there was a reiteration of the old Parliamentary policy, then reaffirmed for the third time, that the road was not to be constructed on any plan which would cause increased taxation. I well remember that the hon. member for Victoria, B.C., (Mr. DeCosmos) objected to the introduction of that provision into that Act, because he conceived it would be in derogation of the bond, the fulfilment of which he so much desired. In 1875, during the recess, British Columbia having appealed to England, Lord Carnarvon offered his good offices, and he suggested certain terms, to which, as far as they could, the Government agreed; the statement of the Government being that they would do their best to carry them out, as they were not contrary to the spirit of any Parliamentary resolution, or the letter of any enactment.