

money. The hon. member for Napierville (Hon. Mr. Dorion), however, moved a resolution setting forth that the House did not believe that private capital could be obtained sufficient for the purpose. The whole of the resolutions moved by hon. gentlemen opposite were more for the purpose of defeating the construction of the Pacific Railway; and when Sir George-É. Cartier produced his resolutions and was about to carry them as prepared, he had to give way to the desire of the House, because even those who usually supported the Government were alarmed at the cry which had been raised by gentlemen opposite. Thus if the motion of the hon. member for Napierville had been adopted and Canada was unable to get a Company to build the Railway, the bargain with British Columbia would fall to the ground and be only waste paper and British Columbia would sit out shivering in the cold forever without a Railway.

The policy indicated by that solution of the hon. member for Napierville has been carried out ever since. In March, long after the legislation had taken place, by which Parliament declared that there should be a Pacific Railway built in some way or other, we find the *Globe* urging its friends to still further oppose that scheme; and, Sir, we have had arraigned against us the opposition of those who usually ally themselves against the Government, supported by those gentlemen of the Opposition, many of whom owe their elections to sectional cries. (*Cheers.*) We have met them, and it is said we met them with money. I believe that the gentlemen opposite spent two pounds to our one. (*Opposition cries of no, no.*)

I challenge the hon. gentlemen to have a Committee on this subject. Let us have a Committee. (*Ministerial cheers.*) I read the speech of the hon. member for Bruce South (Hon. Mr. Blake) at London, and he suggested the appointment of a Statutory Committee. In God's name let us have it! Let us have a Committee of three, to go from county to county, from constituency to constituency, and let them sift these matters to the bottom, and I tell you on my honour as a man, that I believe I can prove that there are more who owe their elections to money on that side of the House than on this. (*Loud Ministerial cheers.*) If I be challenged I can go into detail. I can show, and I can prove it that many members owe their election to money, and to money alone. I challenge the hon. gentlemen to agree to the appointment of a Committee, a Statutory Committee, as suggested by the hon. member for Bruce South. Let us put the names of the Judges of all the Provinces into a bag, and draw out three names, who shall form the Committee. (*Cheers.*)

As I stated in my evidence, and I hope my evidence has been carefully read by every member of this House, and I say here that I tried to be as full and as frank as I could well be. I could not help it if I was not subjected to a rigid cross-examination. I was exceedingly anxious that the hon. member for Shefford should be there to cross-examine me—(*cheers*)—and I would willingly have answered his questions. I have little more to say than I said then.

Sir, there was no sale to Sir Hugh Allan of any contract whatever. (*Cheers.*) Consider for one moment, Mr. Speaker, how the case stood. Parliament had passed two Acts, one for Upper Canada and

one for Lower Canada, and some two or three subsidiary Acts respecting branch lines. But we will leave these out of the question, and will consider that there were two Acts passed, one for a Company having its centre in Montreal, and the other in Toronto. Now, Sir, although there were Ontario gentlemen connected with the Canada Pacific Company, and although there were Quebec gentlemen connected with the Inter-oceanic Company yet they were really Acts promoted by men who have Ontario and Quebec interests only, and every one saw that they were essentially sectional.

Before Parliament met, and before either Act was passed, the cry was got up that the Northern Pacific people were desirous of obtaining the control of our railway. At the first, Mr. Speaker, when the first interview took place between the Government and these gentlemen, I was very glad to see them. We had passed in 1871 the Act that British Columbia should be a portion of the Dominion, and we had passed the resolution by which we were to build the railway in ten years. It was understood, then, Sir, that the whole matter should stand over until the ensuing session, and that in the meantime the Government should go on with the survey and be ready in 1872 with the plans. We got through the session of 1872 and we commenced, in order to keep faith with the British Columbians, the survey, and I think they will admit, and everyone must admit, that the greatest energy and the greatest zeal has been exhibited in the survey, and that within two years there has never been so much work so satisfactorily done as in this railway survey by Mr. Sanford Fleming. (*Cheers.*) The survey was going on, and in midsummer and in the fall all the members of the Government were scattered looking after their several affairs, taking their little holidays, and God knows the public men of this country have little enough holiday.

They were all scattered except Hon. Sir Francis Hincks and myself when Mr. Waddington called on me. I had known the gentleman before, and I much respected him. He said to me that there were some American gentlemen to see us about the railway. I said to him in my way, "What a fool you were to bring them here. We can do nothing with them." He was very much distressed, and said to me, "But you will not refuse to see them." I said certainly not.

The gentlemen then came, and Hon. Sir Francis Hincks and I met them, and we talked pleasantly, and I said to them that I was glad to see that American capital was looking for investment in Canadian enterprises, but that it was altogether premature as we could not then take any offers or suggestions, or take any action till after we had met Parliament. One of them remarked that they had evidently been brought on a wild-goose errand, and they then went away.

This first brought to my mind very strongly the necessity for looking out for our railway. Parliament had tied down our hands and the railway could only be built by a company, and there were no other means of carrying out the pledge with British Columbia, and I therefore immediately addressed myself to the matter. And what did I do? I spoke to all that I could, as I have no doubt my