

in which he repelled that tirade of abuse from the other side. In looking over a copy of the *Bystander*, I find that Mr. Goldwin Smith, in speaking of an act of Mr. Blake's, said: "It is written on a disastrous and somewhat inglorious page of Canadian history." May we not ask whether that hon. gentleman has not, in moving this Resolution of repudiation, added another "inglorious" page to Canadian history. Another page of that book says: "Mr. Blake is our most eminent defender of public morals." I would like to know, after the debate of the last four or five days, what position in history that great defender of public morals will take. It may not be immoral to bring down such a Resolution as he has brought down; it may not be immoral to place it before the members of this House, and ask a vote on it, but every act of his, in connection with the British Columbia difficulty, points to the fact that expediency and not morality governs him. But when the Terms with British Columbia first failed, he thought the Ministry of that time had better offer us something for its non-fulfilment, and an offer was made accordingly. It contained one particular clause. I do not know who drew up the document, but the hon. member for West Durham (Mr. Blake) was the Minister of Justice, perhaps he did. There was one clause which it was impossible to understand: the question was, whether the \$750,000 offered was for the abandonment of the Railway term or in compensation for delays that had taken place. It is most extraordinary how a highly moral man, a great "defender of our public morals," could endeavour to foist on a "miserable handful of people," with probably not a constitutional lawyer in the land, a document that contained such ambiguous language. The hon. gentleman from West Durham has made it plain in his speech, for he has asserted most positively, that the \$750,000 was intended as compensation for all delays past and to come. It suited the hon. gentleman to say that during this debate, for it places his party in a better position; but how did he advise Lord Dufferin to explain the offer to our people. His Lordship's words were these:

"Now, here again I will not touch upon the irritating controversies which have circled round this particular step in these transactions.

I am well aware that you consider this offer to have been made under conditions of which you have reason to complain. If this has been the case it is most unfortunate, but still, whatever may have been the sinister incidents connected with the past, the one solid fact remains that the Canadian Government has offered you \$750,000 in lieu of the Railway. * * * * This sum may be inadequate, but still I may mention to you the principle upon which this sum has been arrived at under the Nanaimo and Esquimaux Railway Bill, whose rejection by the Senate we have been discussing, Canada was to contribute a bonus of \$10,000 a mile. The total distance is seventy miles, consequently, the \$750,000 is nothing more or less than the bonus converted into a lump sum."

The House will readily see that the two statements are wholly irreconcilable. It was complained this evening that British Columbia had no faith in the former Government, that they wanted "millions poured into their own laps." What faith could be placed in a party who could send a document like that, and endeavour to entrap us into accepting a trifling sum in lieu of the non-fulfilment of these Terms. In refusing that \$750,000, I think we showed distinctly that it was not for money considerations that we formed the connection with Canada. Our desire to enter the Union was both a proper and patriotic one. We looked on Canada as a progressive country, about to establish herself a nation, that could afford to sustain the dignity of a nation—a country that would, if she undertook an agreement, carry it out faithfully; and we looked, naturally, to the country of our birth as the proper country to ally ourselves with. I am satisfied, whether we get this Railway or not, we should have accepted the invitation to join this country. It is hardly fair, therefore, to charge us with being so anxious to obtain money as to be willing to take it under any circumstances. I would like to draw attention to a document circulated, a copy of which has been sent to each member. Were I asked for an opinion, I should say it was issued by the Opposition. In describing the Railway route, the author says:

"From Yellow Head Pass to the Pacific stretches the enormous barren mass of the Rocky Mountains, rent assunder here and there by fearful chasms and terminating abruptly in the sea. The location having surmounted this formidable barrier at an elevation of 4,000 feet winds its gloomy way to the sea, through and along the sides of these mountains which overhang the water roaring