Supplement to the Bridgetown Monitor.

RAILWAY.

SYNDICATE EXPOSED.

Mr. Blake's Great Speech

IN ANSWER TO SIR C. TOPPER AND SIR JOHN MACDONALD.

THE BARCAIN RUINOUS TO THE COUNTRY.

Mr. BLAKE-Tile is a great occas Mr. BLAKE—The is a great occasion for private members of Parisament; it is ust such an occasion as any hon, friend rom Bothwell (Mr. Mills) sad the other lay, as is seldom vouches, at to private members—sone is which tany dan with effect assert their independence—assert their position; assert their right to consider what is really in the investor. their position; assert their right to consider what is really in the it rease of the country, and press on hom. Ministers, those whe are, in fact, their servants or the rease, sidering agents, the necessity of reconsidering their position, and not plunging their country, their party and all, in one common ruin. Now, Sir, what is the present station and the future outlook? At

Anybody who believes that any course that is open to Parliament is better than the course to be taken in confirming this contract, will, if he votes according to his daty to his constituents and his obligation to his conscience, vote against the legalization of this contract.

Are we rake to accept or release to the solution of this contract.

Are we rease to be taken in confirment with the splendid harbor is to be found as applied in his properties, of about the impropriety of abandon to the significant of the cussion about the impropriety of abandon as the significant of the

own decision to cancel the contract, and return the deposit rather than make some trifling modifications upon which Sir Hugh Alian declared the readness and the ability of his company to proceed with the work. The hon gentleman observed that although Sir Hugh Allan's contract was good, this was far better. I deny it.

souths, the necessity of reco.sidering their position, and use plunging them as a for half the money, and although it is not necessary in the purpose of a decision on the purpose of a feeding with the construction which are one outrained in the contract. You may adopt this contract which is before you. You may adopt this offer on the necessary is necessary in the contract of the proposed only with the construction of the parinement by anything that has occurred. You may pretend to the proposed to partiament there are vary pretend to the popule that they are, but i warn you that the popule will not soop any unpy pretence. You have believe you.

You may adopt this confict which is offered the proposed to pretend the precision of the grainful in the contract. You may all the precision is before you. You may all the precision is before you. You may all the construction of the grainful in the contract You may pretend to the downward or warness things. You have believe you was pretend to the proposed to pretend the proposed to p was for half the money, and although it will not accept any have before you valious alternative courses of action. But it is only necessary just now, for the purpose of a decision on the motion which is before you, to determine this: Whether the course which is proposed to you by that motion to take, is, or is not, weree than any of the other. I maintain I maintain it is. I maintain af this contract is the proposed does not the subject that the terminus should be at 15-quimalt; they have now. They settled that the terminus should be at 15-quimalt; they or is not, werse than any or courses. I maintain it is. I maintain that the consummation of this contract is the worse course that Parliamont can take of any which can be suggested. And if it be not the best but the worse: if it is not even the worst, but if it be ta *der not consummation of the parliamont of the par

Acres 1

extension of time of, . think, four years for the completion of the work; secondly, they wanted that i'es a baidy of \$80,000,000 should be so rps ed as that hely might use it as a upon for in rest as bonds to be floated by them. The flower ament determined that it was not in the public interest to agree to these concessions, and they refused to agree to these concessions, and they refused to agree to these concessions they would be able to float the scheme. Sir Hugh Allan's company then asked the cancellation of the doutract and the return of their million, and the Government was contident that they could do better than Sir Hugh Allan's proposal as they absunded the contract and return of their million, and left the public without any contract, and without any contract, and without any government was considered the eaution money and gave up the million, and left the public without any contract, and without any contract in in the terms of the payment of the country, because, for the trifling extension of four years, and a slight alteration in the terms of the payment of the country, because, for the trifling extension of four years, and a slight alteration in the terms of the payment of the country, because, for the trifling extension of four years, and a slight alteration in the terms of the payment of the country, because, for the trifling extension of four years, and a slight alteration in the terms of the payment of the country, because, for the trifling extension of four years, and a slight alteration in the terms of the payment of the country, because, for the fourth of the country than the other mode,—he said to could go on, and yet the Government's own decision to cancel the contract, and return the ceposit rather than make some trifling modifications upon which it fully a flain that they conceaned the country than the conceaned the country than the c

they failed or success. The hon, gentleman has said there were certain reasons, some or all of which might have conduced to that result. He pointed cut some which, no doubt, had to do with it. First of all the money market was very different from what it has been lately. We were in a period of very great depression. The United States had, daring several previous years, been engaged must extensively, in advance of the real wants of their country, in railway construct on. The collapse of the Nerthern Pacific had occurred and had precipitated a general collapse of credit in that country. That collapse had principally affected railways and railway enterprises, so that it was almost impossible to get European capitalists to look at railways, at an rate in the United States. I do not believe I exaggerate in asying that hundreds of railways in the United States defaulted in the payment of their bonds;

AGREE TO A FRESH POLICY.

where going to both the failway reach Victoria. That was their pian. An Order in Council is on record showing the hon gentleman's wisdom and far-sighted views. The hon, Minister of Public Works defeuded that policy; but we do not hear him to-day telling us what a splendid harbor is to be found at Esquimat. We have heard a good deal of discussion about the impropriety of abandon ing the Island Raniway—

Mr. BUNSTER—No.

Mr. BUNSTER—No.

Mr. BUNSTER—No application to which resolutions were and that they are abandoning his cause. I have been accused of destroying that raniway very usjustly, though all I sid was to record a vote with the minority, along with many hon, gentlemas always been to abandon British Columbia always been to abandon British Columbia always heart of the proposed of the bon gentleman of the proposed of the problem of constructing the canadian Paoide Railway.

Mr. BUAKE—I are abandoning his cause. I have been accused of destroying that railway very usjustly, though all I sid was to record a vote with the minority, along with many hon, gentlema always been to abandon British Columbia always always been to abandon British Columbia always always been to abandon British Columbia always that plane had in a grant—I do not say in a guarantee—but in a grant—in the production of the contractors, was to be \$10,000.1 and the canadian Paoide Railway. The proposed of the hon gentlemen was significant to be made with the contractors, was to be \$10,000.1 and the contractors, was to be \$ was a wight of an antenness white in the policy of the pol

deeding with the ROAD INTO THE PRAIRIE REGION.

But we said we ought to notice ourselves to that and to getting people into the country, and shat when we had developed the country, and given it a backbone, one middle would suitain the rest of the scheme, and that it would be time enough soheme, and that it would be time eaough to deal with such questions as the ends of the railway on the attainment of sight results. Then there was no issue raised by parties last assum as to the construction by the Government of the prairie part of the road. The only issue was whether the Government should go on with the British Columbia section. But the Government, by a large majority, secure of the adhesion of their telewers, did avow that they shaild go on with it as a Government work, not merely through the prairies, but also the feet mined to do a great deal more than was required, as I think, and he the Speech from the Throne puts it, by a give enormous profits, as he recurrence to the old proposal that the work should be let to a company. What the proposal should be, it is not now necessary to discuss in the abstract. What we have got to discuss is the abstract. What we have got to discuss is the praposal to let the to deal with such questions as the ends e

and I proceed to point out to the House ber for What policy was that? It was the policy brought down the Session of 1879, in the shape of resolutions to which Parliament by a great majority assented, the gist and essence of which resolutions were that Imperial aid of a substantial character should be semicit or the contracters, sections of the werk which are to be handed ever to the the contracters as the contracters, sections of the werk which are to be handed ever to be the contracters as th

with private individuals, to become one tractors for the construction of a railway, and, for all these reasons, in its easons, it its easons,

case the front line, as between them and the Government, is to be a matter of selection and agreement. The vital point is where the land shall to taken, and that is the Company's right; the miner point is where shall the front line be chalked out, and that is arranged between the Company and the Government. By consent of the Government, they may take whole blocks and areas of land not in alternate sections to meet the deficiency, anywhere in the North-West Territory. These are some of the changes which exist between this contract and the Canadian Pacific Kailway Act. By the Act Government was to have control of the sales of two-thirds of a fit is land grant; by the contract, the Government has no control, whatever, rescoped from the development of the North-West.

Being so persuaded, he said, "I will not advertise for tenders—I will not give the apportunity—I will proceed myself to construct this as a Government work. That then was the declared, defined policy of the Gevernment last session. Now they sak their followers to agree to these views. I dissented from them, as did my hon friends. We did not believe that it was prudent for the Government to proceed at that time with the work in British Columbia. We did not offer any dissent, and, on the contrary, we neartly cannot to the completion of the road from Thunder Say to Selfaris, and to proceeding with the in proportion to the value of the work done, as compared with the estimated value of the whole work contracted forse to that the Government, estimating that the whole work would cost \$80,000,000, would give land and money just in proportion to the part of \$80,000.000 represented by the work Jone. By the contract, the subsidy and the land grant are to be payable in amounts

money to build the whole line, not mere-iy to give them enough hard cash to de everything that is wanted to be done on the prairie; act marely, as the non, mem-ber for Westmereland (Sir Albert J.

the construction and capacity of the rolling stock, were so be such as might be determined by the Government in Council, and it was as we all know, formerly the deslared policy of the Government and Parkament that the grades should be very low. By the contract, however, the Union Pacific Railway as at first constructed, is fixed as the approximate standard, and it is well-known that the grades of that railway are very high. By the Act no power is given to the company to buffd brauch railway, except one to the Georgian Bay and one to Penbins, by the contract power is given to the Company forever to build branch railways in various parts of the Dominion, and by the contract many other important privileges and powers are given to the Company, which I shall not now recapitulate, but which privileges and powers are not at all authorized oy the Canadian Pacific Railway Act. Now, Sir,

and powers are not at all authorized by the Canadian Pacific Railway Act. Now, I THINK I HAVE PROVED TO YOU with some degree of fulness and clearness that this contract cannot be said to be Railway Act of 1874. I defy any hengentleman to rise here and argue seriously that this contract, such as it is, is authorized by that Act. On the centrary, I maintain that the conditions to which I have referred, and which are, some of them, not contained in, and some of them expressly contradicted by, the Canadian Pacific Railway Act, are consisens whelly sever, unheard of and undreamt of, until the 10th of December, when this contract was laid on the table of this House. Had the Government invited tenders for the

the Government invited tenders for the construction of this radivay on the basis of the Canadian Pacific Enlway Act of 1874, and failed of receiving them, and and then passeeded to make this bargasa, they could not have justified themselves by that invitation at all because you by that invitation at all, because you must have invited tenders on some general basis, like that on which you proposed its make your bargain. I deny that you have authority to

MAKE A PRIVATE BARGAIN until after tenders have been obtained, and you must obtain them on the general basis of your bargain. To de that you which you propose to deal. You must give the public the opportunity or know-ing that you are willing to accept tenders on wholly different terms; you must say, way; we do not hold ourselves bound by the Act of Parliament, or by its price. Tell us how much land and how much Tell us how much land and how much money you want, what works you weald like as to construct, what privileges, what exemptions you want, what restrictions, what alterations in the Act of Prilament you want." It must be a sort of go-asyon-picare tender. Se far from there being such an invitation, there was no invitation whatever, except indeed the invitation which the hon. First Minister says he gave at a religious pio-nic at Bath on the 29th June;

AND HE BATHER SNEERED AT ME when I asked if that was a notice, saying ber for Westmereland (Sir Albers J. when I seked if that was a notice, saying Smith), demonstrated the other day, to build the first 100 miles for them, then to allow them to take it over and to say:

'Now, we will pay you the cost of this; what is your bill? \$809,000 is our bill! Here is the cheque for that amount, now you will please in exchange give us a cheque for a million, because we are to save \$10,000 a mile on that section, and therefore we are entitled to have a million. The section of and therefore we are entitled to have a unition to your having built it. So we exchange, and upon that part of the transaction the contractors are to put \$200,000 coolly into their pockets, and the at they are perhaps to obtain 1,250,000 acres of land more because the Government has built 100 miles of railway which the contractors are immediately to own and work, and which is to return a revenue from the very hour they begin to work it. I need hardly say that a very considerable basis of gredit is given by this transaction. What is the hon, member for Lingar (Mr. Schaltz) doing for his railway? Way he has bought some 1,300,000 acres of its of the world for the construction of its of the world for the construction of the rest of the world for the co

Although the whole thing was concluded, although that opportunity for the public to tender, which these honorable gentlemen seemed to have apprehended, would have saken advantage of, if they made the conditions public, had now passed; although they had signed sealed and delivered it, still there was secreey ebserved. It must not oe made known. We will wait a little and let out just as much as will induce the country to believe the best possible bargain was made. Let us anonence first so much as shall mislead and delude the people into a false frame of mind with reference to the thing we have done. Let us keep the rest carefully dark. Let us not even announce that Parliament is going to meet early until the

LATEST POSSIBLE MOMENT. Let us convene Parliament a fortnight

Let us convene Parliament a fortnight before the time for adjourning at Christmas for the helidays and bring down the statement that it is of the atmost importance the raffway centract should be let at once, and propose to Parliament to sit de die in diem and close the bargain by the 23rd December. Let us disregard the subtoments made at fleckelaga, that the contractors were prepared to go on ontirely irrespective of the time when Parliament should sit; let us wholly disregard that statement made before the session; let us, when an adjournment is proposed for a day, say at once, "no, if Parliament lid not begin its attings till February, with that work. Let us forget all that, and put every pressure upon members of this House and lacerate their domestic affections even, if only by any means we can delay to the latest possible moment to divulge—what shall I call it !—yea, I shall call it ear plot—then let us do everything in our power te secure the consummation of this plot before the country at large can speak, or anybody else can make any proposal which shall put in a different light the bargain we are supporting. I ask you and every hon, member who saw this Syndicate contract on the morning of the lith of December last, whether he was not thunderstrack at the conditions contract was so diametrically epposed to the Canadian Pacific Act, 1874, which was prospect before him and the country? If that view existed as to the distribution

weath are the result of a long course of henerable toil and of long and well tried business ability and experience. The new effor for the construction of the whole line contains, hewever, propents which are objectionable. The objections are these common to both. The new proposal is, notwithstanding, infinitely better than the old one. It may not be the best possible. I do not believe it is the best possible. I do not believe it is the best possible. I do not believe it is the best possible. I do not believe it is the best possible the capitalist of this country, there would be a much better offer yet submitted; but if you are to choose between these two, it the anxiety of Parliament and this House to complete this bargain, to take this subject out of the political arena, to relieve themselves from all trouble and try to determine their fate by having this question at once determined, is to procuide further competition, I say that as honest mea, choosing between one proposal and the other, we cannot, and ought not, to hesitate in our choice. I say the new preposal is infinitely better than the contract on the bable. You say it is too late. Are we, then, as a Parliament, bound to accept the worse matead of the better value? These whe so declare thems, was are cound to justify themselves, and they can justify themselves only by declaring that he action of Parliament ought to be, and is meliect, that of a mere machine for registering the decrees of the Executive, and is not a free judgment as to whether this contract is tit to be made it gail or not. If this contract is not fit to be made used to the action of the contract is the to be made to be made to ware bound not to make it into a law. If we do not, we are tree