

Introduction

his own just claims should not be considered, and he served for three years as a Member of Parliament without office. But from 1870 until he became High Commissioner in 1884 he held many important portfolios, notably those of Finance and Public Works and Railways.

His record as a statesman will always be closely associated with two great policies. The advocacy of the National Policy by Macdonald from 1876 to 1878 was largely due to Tupper's influence and inspiration. When the Liberal-Conservative Cabinet was being formed after the elections of 1878, it was anticipated that Tupper would assume the portfolio of Finance and bring down to Parliament the measure in which the National Policy was to be embodied. He chose, however, the Department of Public Works, to which the Ministry of Railways and Canals was attached, and in 1882 he initiated the proposals for building the Canadian Pacific Railway. Many men of remarkable ability and vision contributed to the achievement of that great enterprise. To none is due a greater meed of praise than to Tupper. For many years his prophecies of enormous development and production in the western territories of Canada were derided, and he was subjected to attack of a bitterness unequalled even in those days of fierce controversy. Happily for him, and fortunately for his country, he lived to see every prophecy more than doubly fulfilled.

After his retirement from public life in 1900, he followed with absorbing interest the advancement and development of Canada, and he watched with the keenest attention and comprehension every turn and phase of public affairs. Succeeding him in the leadership of the Liberal-Conservative Party, I had the good fortune to receive from him occasional counsel and suggestion which was always wise and timely. I saw him for the last time in August, 1915. He had lived to see the Empire united in a great struggle for its own preservation and for the liberties of the world. In that struggle