

friend from Lambton on this occasion. But great as I regret that, I still more greatly regretted his humiliation at the time last Session when the hon. gentleman's motion was in your hands. If I were his worst enemy, and wished to triumph over him, I would not desire a greater humiliation, a sorer fate, or a more wretched ending of a statesman than that, at the whip of the man who had deposed him—of the man who had removed and supplanted him—he should be obliged to eat his own words and vote in favor of postponing the construction of the road through British Columbia—that he should have to believe—I use not the word in an offensive sense—his own advertisement and all the action of his Government in asking for tenders for the building of that road. What did that advertisement mean and the calling for tenders? Was it a hum, a fraud—assuming, like those who did not know, that the hon. gentleman went down to the depths of degradation, to use that argument himself, and say that he did not mean anything by that advertisement, but merely wished to ascertain the probable cost of the work? Because it was stated in this House that that was the object of issuing the advertisement so that contractors were called upon to come from not only all parts of the Dominion, but San Francisco, the United States, England and the world to consider this matter, and they were to go over the whole ground with their surveyors and engineers, make their surveys and estimates at the greatest trouble and expense in order to ascertain the character of the work, and that the Canadian Government might be able to say to them afterwards, "Gentlemen we are very much obliged to you for the information you have given us, gathered at your expense and not at that of the public." Not one of the gentlemen of the late Government could have done that, I am sure, or have said that the advertisement was not *bona fide*, was not for the purpose of giving out the work, otherwise it was a mockery, a delusion and a snare, an injury to every man put to expense in connection with it and to all the professional men and capitalists of the world. I must say the policy of the leader of the Opposition was avowed and expressed. In the first place his policy as a Minister would be to stop all the work in British Columbia—not a mile would be built—not a train would ever run through British Columbia if he could help it. Not an article of trade or commerce would pass over a line through that Province to the East if he had his will, and that Province would be compelled to appeal to the paramount power to the justice of the British Government and Parliament, where justice is always rendered, to relieve her from connection with a people so devoid of honor, so devoid of character, so unworthy of a place among the nations, and let her renew her immediate connection with Her Majesty's Government, which would see that justice was done to that long suffering people. That was the policy of the leader of the Opposition with regard to the West. Now, his policy with regard to the East, was hostile to the construction of the road north of Lake Superior. He avows his predilection for the Sault Ste. Marie line, to run off the track into the United States, to strengthen, to renew, to extend and develop our commerce with the United States, to the utter destruction of the great plan, basis and policy of the Dominion, which is to connect the great countries composing the Dominion from sea to sea by one vast iron chain, which cannot and will never be broken. With our common feelings of loyalty and allegiance to our common sovereign, influenced by all the principles we inculcate British subjects to desire to live and die under the British crown, we should have in favor of this means of connection the pecuniary interests of British Columbia, inclining them to unite more firmly to the rest of the Dominion, all of the Provinces thus becoming one country in principle, loyalty and interest. That was the policy of hon. gentlemen, and it was supported, and

would be supported, by the whole party. It was supported by their organ also. I do not often read it, for I do not think it very wholesome reading, but I am told it now goes in strongly for the Sault Ste Marie road. Yet we all remember, for I have heard it read many a time, the manner in which that organ in days of old denounced the building of the Sault road as traitorous to the best interests of Canada, and destructive to the future of the Dominion—as calculated to unite us willy-nilly with the States, by a commercial connection, which must be followed by a political connection a little later. Times changed, and I am told that organ strongly supports the hon. leader of the Opposition just as strong as some years ago it vigorously, and in a loyal British sense, opposed him. Other men govern that paper now, and if the chief man who conducted that paper were now living, I do not believe he would so belie his whole life and all his interests as to surround a great connecting principle which, whatever might be the subjects of contention across the floor, kept him always united with the party of which I am a humble member, always united in defending British interest, in defending monarchical institutions, and in trying as far as possible to keep us a free and independent people of all external relations with any country in the world except our grand old Mother Country of England. Now it is quite clear that this document was prepared here for a political use. I would only call the attention of the House to a very few variations which are made in this contract from the contract that we laid on the Table, and you will see that it is prepared for the express object of enabling the most timid man—indeed Sir William P. Howland, who would not risk \$5,000 unless he were certain of getting it again—it is drawn for the purpose of enabling the most timid man to sign this document, knowing that he was safe. It was—heads, I win; tails, you lose. Those who connected themselves with this expected that the present Government must and would adhere to the first contract, and, therefore, a new Government would take its place, and my hon. friend would take the place which I now manfully occupy—a place which his individual ability and individual zeal and exertions for his party would enable him to adorn. They knew what his policy would be. He has declared it so recently that I do not think he can change it. To be sure he can change between 1880 and 1881, but then in this case, the change would be so rapid that even my hon. friend's versatility of talent would not allow him to change so speedily as that. Well, I come to the new offer, and what is the first proposition?

The Company also hereby offers, in the event of the Government desiring to withdraw from the proposed construction of the eastern section, that the Company shall reduce the said subsidy in money and land by the amount apportioned by the new eastern section of the railway made in the 6th paragraph of this proposal.

Now, the gentlemen who made that tender did not intend to build the Lake Superior section, because they believed that the present Government would insist upon the Lake Superior section being built. They hoped we would be defeated by the proffer of the second syndicate, and that the hon. gentlemen opposite would come in, and in that event of the Government desiring to withdraw from the proposed construction, they would do it for so much less. They had the previously pledged policy of the hon. gentleman that he would withdraw it. Therefore they were preparing in advance, and these other three clauses, as you may read will convince every man, that this was a carefully drawn, that this was a political plot, and that the means—some of more means, some of less, and some of none at all—could not by any possibility run a chance of forfeiting a single shilling, either by building the Lake Superior section or waiting it for ten years afterwards. The next section is as follows:—

In the event of the Government desiring to withdraw the said eastern section from construction hereafter, the Company hereby offers to con-