

from a pamphlet entitled "Red River Insurrection: Hon. Wm. McDougall's conduct reviewed," proving, by documentary evidence, that Mr. Mackenzie's charge that Mr. McDougall had been betrayed by his colleagues, was an infamous calumny.) He also shewed, by the telegrams from the Secretary of State, that Earl Granville had made it a condition of Imperial assistance, that "reasonable terms" should be granted "to the Red River settlers." (Mr. Findlay here put many questions to Sir Francis Hincks, quoting a letter from Mr. G. T. Denison, of Toronto, preferring charges against the Premier. Sir Francis Hincks replied to all Mr. Finlay's questions to the satisfaction of the meeting, which was manifested by great applause. At last Mr. Finlay called out, amid roars of laughter, "Oh, I give up McDougall; you may whip him as hard you like!") Sir Francis Hincks proceeded to state that the policy of the Government had been throughout a policy of peace and conciliation, and he did not hesitate to affirm, that if the policy recommended by Mr. Mackenzie, Mr. McDougall, and others, had been adopted by the Dominion Government, they would have had no countenance from England, and would have had to engage in a war, the result of which would have been enormous expense and loss of life, and possibly, the loss of the whole North West Territory. This subject was daily becoming better understood, but it was altogether too large to enter on fully on such an occasion, and he would therefore content himself with distributing a number of copies of the pamphlet which he had quoted, which contained an impartial statement of facts. He now came to the consideration of the Intercolonial Railway question, and he felt assured that he could convict the Brownite faction of the grossest misrepresentation and inconsistency with regard to this great work. As a matter of course, Sir George Cartier is held up as the *bête noir* for the Brownites on this as on all other subjects. Mr. Mackenzie declared at Aylmer, that "all the expense of "constructing hundreds of miles of railway had been incurred at the "demand of Sir George Cartier, who was resolved to use this "national work to further his political intrigues." He was prepared to join issue with Mr. Mackenzie as to the truth of this assertion. There was, of course, room for a wide difference of opinion on the subject of the route of the Intercolonial Railway, but it must be borne in mind that the Imperial Government had a right, under the circumstances, to exercise a voice in the matter, as it was to guarantee the debentures to the extent of 30 millions of dollars. The Imperial Government has invariably given the preference to the northern route, which was that recommended about 22 years ago by Major Robinson, an Engineer officer, who could have had no such motives as have been assigned to Sir George Cartier. He would