

of the House of Commons, not to lose sight of the interests of our Province, and to favor the Northern Colonization Railway; and if that influence was favorable to the Pacific Railway, with a view to its union with the Northern Colonization Railway, I induced them to give it; but I did not, properly speaking, give any aid to the Pacific Railway as a question apart from the Northern Colonization Railway. I desire also to say, that if I had not been interested in the Northern Colonization Railway I would have had nothing to do with the Pacific, because I was not a member of the House of Commons. For the rest, I cannot see what influence I could have outside of that which I have just mentioned.

Having had communication of letter which has been published in the newspapers, over the name of G. W. McMullen, and in which the following appears:—"§6,000 to Attorney-General Ouimet for aid rendered at Ottawa" as having been paid by Sir Hugh Allan, and being asked for any explanations on this point, I say in reply:—Having never been asked by the company, nor by any person whatever in its interest, nor by any person for my services as a lawyer or otherwise, and it being impossible that I should be engaged by the company in any quality as Attorney-General, my services as such being of no assistance either in the obtaining of the charter or the contract; having acted only as a friend to the enterprise, as a citizen desiring it to come to a good end, I affirm that I never received the sum of §6,000 in question, nor any sum whatever. I affirm, moreover, that I never had, either directly or indirectly, either from the company or from any friends of the enterprise, any promise of money or of anything else.

I never received any sum of money from Sir H. Allan, nor from any one else, either directly or indirectly, as I have already said. I was largely interested myself in the Northern Colonization Railway Company and road. I have in its interest disbursed considerable sums, and undergone much fatigue, but, God be thanked, without recompense, or hope of recompense, hoping only that to the Province of Quebec may accrue the benefits which will flow from the construction of the Northern Colonization Railway.

I do not know if Sir Hugh Allan paid §4,000 to the *Minerve*, nor of the other sums mentioned by McMullen in his letter as having been paid by Sir Hugh Allan. I do not believe a word of them, or of the other charges made by him.

I do not know whether the Government or any member of the Government had any knowledge of the negotiations spoken of between Sir H. Allan and Mr. McMullen, nor do I know if Sir Hugh Allan had any negotiations with Mr. McMullen.

The second part of the charges contained in the Royal Commission is as follows: "That subsequently an understanding was come to between the Government, Sir Hugh Allan and Mr. Abbott, one of the Members of the Honorable House of Commons of Canada, that Sir Hugh Allan and his friends should advance a large sum of money for the purpose of aiding the elections of Ministers and their supporters at the ensuing general elections, and that he and his friends should receive the contract for the construction of the Railway."

I declare that I know nothing of it. I could say, however, that I had some conversation with Sir George Cartier in June, July and August, 1872, in which he spoke to me of Sir Hugh Allan, the Allan Company, the Pacific Railway, and the Northern Colonization Railway. Sir George rebutted the idea of any connection of American capitalists with the Pacific Railway, and said that he never would consent to such a thing, and that he thought that the roads should be constructed without the aid of American capitalists. While expressing his appreciation of the merits of Sir Hugh Allan, Sir George Cartier did not appear to me to be on very friendly terms with him—that is to say, on terms of personal friendship. Nevertheless, he thought that Sir Hugh Allan, from his position, would be of great assistance to the Pacific Railway. He told me that he wished to see the amalgamation of the Macpherson and Allan Companies, and that he had been unjustly reproached with opposition to the Northern Colonization Railway in favor of the Grand Trunk Railway. I remarked to him that I regarded it as unfortunate that his Government had not settled this question of the contract of the Pacific Railway