

So a free grant was demanded by that staunch Reform paper and its friends. I have further evidence. The *Globe* of September 12th, 1884, says in a leading editorial :

“BRANCH LINES IN THE NORTH-WEST.

“Sir Richard Cartwright, speaking in Winnipeg some days ago, said, that the construction of branch railways is one of the means by which the depression in the North-West could be removed and its progress assured, and he suggested that the construction of such roads would be greatly encouraged by giving the 6,400 acres of land per mile free to the companies instead of charging them a dollar an acre, but on such conditions as would prevent the lands being locked up for speculation and would promote their settlement.

“This proposal found such favor with the people of the North-West that the Government suddenly felt themselves impelled almost irresistibly to accept the advice and follow the lead of the Liberal leaders in this as in so many other instances.”

On October 8th, 1884, the *Globe* had another editorial article headed “Land grants to railways; the *Globe* has again triumphed.” Again, on October 14th, the *Globe* had another leading article, all taking credit to the Opposition for obtaining free grants. As I told my friends in the House and out of it, the land grant to this railway was urged before it was given by the Reform members of the House, notably by the member for South Huron (Sir Richard Cartwright), and the press supporting the Reform party, or at all events the leading papers. And nothing, therefore, can be made of this cry of undue influence. But what I complain of is the mode in which the charter was handled or attempted to be handled. The railway is an absolute necessity for the opening of that country. Not only that, but the settlers who have gone in, long expected it. Not only that, but men have given their time, their produce, their materials, who have spent themselves and their goods and their cattle in trying to build a few miles of railway, and have not received one dollar of compensation. Those people find it hard that they have not got the road when this free land grant was given, and as the member for South Huron properly said that it should not be given to be locked up, but for the purpose of building a railway. That was not done, but the charter was hawked about from Dan to Beersheba, as I said before, and the president did not attempt to build the road, but endeavored to secure two-thirds or over one-half of the stock, for which not one dollar had been paid, and to see how best he could put into the pockets of himself and his friends the money which should have gone towards building the railway. I have read letters before, and they are in the newspapers, to show that the great builder of railways, the member for West Toronto (Mr. Beaty), did not believe in building the railway first and selling the bonds afterwards. I have a mass of documents here. I have the letters here which will prove the facts, if a committee is granted as I asked for in another place, to which I will not allude. Instead of attempting to build the road the president and his friends attempted to put the money in their pockets; they sought to sell the road, and when a member of a syndicate in New York wrote that the proper way—and he had been engaged in railways—was to first build a portion, say fifty miles, and afterwards sell some of the bonds, the member for West Toronto (Mr. Beaty) said: No, sell the bonds first and build the road afterwards. He had the president before his eye all the time; it was the “*ego sum*,” he took care of himself. From the day the road was chartered nothing has been done. It is an easy road to build. Fifty miles can be graded for \$1,000 or \$3,000. Yes, with the appliances they have for grading railways to-day; not the old style of scraper, but the new mode of constructing railways, by which they throw up grades almost by magic, as has been done by the Canadian Pacific Railway and other roads. I heard a member of a contracting firm, who were out of a job and who possessed some hundreds of horses and mules, say, last fall, that he wished the president would let him build fifty miles of road, and he would complete it before winter. So, if the company had commenced in the fall, fifty miles would have been

graded and hope held out to the people of the district. That did not, however, suit the president. It suited him better to hawk round the charter and get possession of a majority of the stock, for which he never paid anything, and get power of attorney from other directors, and get his brother on the Board and his relatives there, and then come down here, not for the purpose of securing an extension of the charter so much, as for the purpose of shutting out the claims he would have to pay to honest laborers. But I feel that I have taken up the time of the House sufficiently long to give an exposition of this affair. I do not feel as if I had done a single wrong act in this matter; I am quite conscious of that myself. Any member of the House will do me a kindness in pointing out where I have overstepped the bounds of proper conduct in this matter. I do not at this moment know where I have done so. I promoted the road all I could. I was anxious the road should be built, and every one who knows me is aware that I am not very much of a sluggard; that I would not, if I attempted to build a railway, allow the work to lie idle for years and not put a spade into the ground; and that for the miserable ducats I might be able to put in my pocket I would not allow the people of the country to go without their road all this time. It has been said in a portion of the public press that I was an avaricious man, that I was seeking after unholy gains. Well, my answer to that is, that the people who know me best, the boys who have grown to manhood by my side in my own home, would laugh to scorn such a statement whether made by the hon. member for West Toronto or anyone else. If I err at all, perhaps, it is the other way. I did not feel, that after being treated in the manner I have been treated, I should sit idly by and see those clauses wiped out and the charter extended for the purpose of putting \$675,000 into the pockets of the president and his relatives. I do not think the Bill should go into committee. I think it is the duty of the Government—I never advised them before in my life and I presume they will not take this advice, but it is wholesome and manly advice—after the revelations made, after the statements made in the committee by the president, and which were proved by one of his own colleagues to be untrue—after the statements made by other people, who say they are prepared to prove their statement on oath, that the charter was being bartered and sold—I say it is the Government's duty to take power themselves to build the road, and not extend the charter, for the purpose of giving the president of the road, although he is a supporter of the Government, and some of his friends who are supporters of the Government, a chance, not to build the road, but to see if they can sell the charter. For we have no criterion for the future but the history of the past, and if their conduct in the future is similar to what it has been in the past, they do not intend to build one foot of the road. I therefore say it would be the manly course for the Government not to allow this Bill to go into committee, but to take power to themselves to build the road, and, if necessary, allow all the facts connected with the matter to come out in evidence, and then act upon them. There is no necessity for this Bill being pressed forward into committee. It cannot become law until the Governor General has put his sign manual to it, and that will not be for some time. Why, then hurry it through; why not endeavor to get at the bottom of the whole thing and act in a manly and proper way in regard to it? The Minister of the Interior knows—I did not know until I saw the *Mail* that he said so much in Committee the other day—that this company came, that some of the directors came here and asked for an extension of the land grant after they had shown their inability to construct a mile of the road. After the charter had lapsed, because the company could not build the number of miles required in the charter, they came to Ottawa, and the Government extended the land grant while