Pacific. (Applause.) And what more? These emen, in the face of enormous annual is, published advertisements all over the orld, asking on what terms and for how much and above \$10,000 a mile, or 20,060 acres f land, parties could be found to construct his railway. (Hear, hear.) And when they rent out of office in 1878 this public adverent was in the Government papers and aid for by them all over the country. (Ap-lause.) The leader of the Opposition has de out the strongest case in lavour of the stract-and how? He has shown that ind of a grant of 56 million acres of land nich were offered by the Government of nich he was a member, these 56 million res, according to his own calculations, will pe out every dollar of expenditure connect-with this road, past, present, and future. ery fact that these gentlemen have ed their whole argument on this matter of land on a misstatement of what the contract tains is the best proof that they could not hallenge the contract itself. (Cheers.) It rovides, first, that instead of having the loice of all the best lands in the Northest they shall have their land in alternate

ailway through the fertile belt. Mr. MILLS-Or elsewhere. Sir CHARLES TUPPER-No, the honatleman had better read the contract again, hear.) It means elsewhere out of the North-West. "Elsewhere" does not apply to the fertile belt at all. (Applause.) They can go to the North Pole if they like, but the is outside, not inside, of the fertile They may have it between the parallels 49 and 57 of north latitude, or outside the tile belt altogether. The hon gentleman ill find—and I am sure that the ember for Middlesex (Mr. Ross) is quite well qualified to decide on the question of punctuation—that his has been an entire misading of the contract, and no such state-ent exists in it. (Cheers.) Where else are will these be constructed? With their own money. (Applause.) We want them to ry branches into the most fertile districts the North-West. And why? Because every mile they get the Government has he next alternate square mile, and has a railway brought to it, and ereby land now comparatively worth thing is made of great value. (Cheers.) othing is made of great value. (Cheers.) hey can then choose the best land in the orth-West? Not an acre. (Applause.) ut they shall have land on the signated by the Governor-in-Council. heers.) And yet the case is so plain that a y ten years old ought to be well birched if did not so understand it. alse construction of a sentence these hon-centlemen founded all this agitation, nd about which they endeavour to excit ne intelligent outside public. (Cheers.) Is t any wonder that when they came face to ace with the intelligent public it did not require even a statement of the case on the other side to prevent enthusiastic indignation, until finally they were compelled to resort to the wild and extraordinary process of holding indignation meetings by ticket. (Cheers.) Unless a man was prepared to make a solemn affirmation that he would have been support that the world here. that he would howl wildly against the con-tract he was not permitted to hear the dission at all. (Cheers.) This is the kind of which these hon. gentlemen have, and his was the position into which they were ren to evoke the indignation of the outside blic. (Cheers.) The intelligence of the ople of Canada is too great, their emory is too good, to accept these aggerations and misstatements of fact, pplause.) Under these circumstances this ract was made and laid on the table of his House; and we were prepared not only receive the support of the pernment, but we expected that the hontlemen opposite would give it their hearty generous support. If they had the men-(applause)-they stood pledged by eir action in this House and out of it five years to come forward and say, "We atulate the Government of the coun-(Applause.) What did the member only eight months ago? "You expect out of your great immigration scheme to build this railway with 100 million acres of land. I tell you you are mistaken; it is a fallacy."

And the hon, gentleman had a good deal to go upon to sustain that argument. He said, "You Il find by experience that it will cost th ernment about as much to settle and adnister the lands as they are worth." I we only made a rough statement, but I beeve that of the million acres of which we we disposed the Government stands with a ofit of something like 16 cents per acre-ear, hear)—and the hon. gentle-an knows what it cost him to ister these lands and how hard is to get money out of them, though they re very valuable if opened up by railway nunication. (Applause.) The member or West Middlesex went over his fingers half zen times, and stated a few little things gain and again, as if to make them of greater apportance. (Hear, hear.) He spoke of freedom taxation and duty, which latter amounted something like \$100,000. But these hon, ntlemen forget that when one hun led illion acres were voted for this work, all the jection raised was that this was not sufnt, though we had these exemptions, and ould bring in all the bolts, rails, and spikes, which there is a small duty, about \$100,-00 in all, required for this work, and every comotive, steam-shovel, spade, pick, etc., eeded for building a railway free from duty. hen we had all this property free, as on the the we had all this property free, as on the Intercolonial, these gentlemen said:—"For God's sake do not go on." (Applause.) They were startled and said we were going to ruin the country. (Applause.) Now, if with all ese exemptions in our favor, and not only tenty-five millions, but one hundred illion of acres at our disposal, the Government would ruin the counby constructing this railway, how that with a paltry twenty-five illion acres and so many dollars cash the indicate is to be enriched, and each member ade a gigantic millionaire ? (Cheers.) There em which I would like these gentlenen to answer. (Cheers.) These gentlemen are astounded to find that the position they ave taken has produced no impression on he House, un ess on some member who for easons of his own might desire to make comon cause with them, however desperate heir lot. Not a single man in the House can be found outside of the Opposition who is not prepared to sustain the Government on this great question, and the question is well understood by very intelligent person in the country. These on. gentlemen want time. And why the game of obstruction. (Cheers.) What they do before? (Hear, hear.) By preely such a course as they are now follo they killed the Allan contract-(hear, hear) and by exciting the public mind and by saulting the Allan contract as they did. assaulting the Allia Countries as they old, they prevented Canada from having this work at a very early day completed. (Cheers.) I tell them it is too late. We have had eight years of solid discussion on this question— (hear, hear)—yet the Opposition say this is a question suddenly sprung upon the people. hon, gentlemen opposite are not prepared to turn their backs on their own principles, but they assume that the public will accept such state-ments as the exigencies of party may dictate. (Hear, hear.) I admit that their

exigencies are very great. (Applause.) I admit that on the fiscal policy of this country

hey have not an inch of ground left them.

admit that in nailing their colours to a

ne-sided free-trade policy they made

mistake, and I would again say that hey are going to find themselves on this, he other great national question before

he people, in more complete and direct anm to the electors of Cauada than ever. (Loud cheers.) An hon, gentleman had been speaking of the building of the road stopping at the foot of the Rocky Mountains. That is

just what we don't want to do. (Cheers.)
We can get a thousand syndicates that
will build a road at a small charge from
Winnipeg to the foot of the Rocky Mountains.

If we were to accept such a proposal, the of building a great national line, of

structing a Pacific railway from Nipisaing to the Pacific, would become but an idle dream. I can understand that a number of gentle-men outside, just as intense in their party feelings as the leader of the Opposition is, would like to get a soft thing of that kind. But, sir, they will never get it from this docu-But, sir, they will never get it from this Gov-ernment. (Loud and prolonged cheering.) Our policy is—and we have nailed our colours to the policy is—and we have nailed our colours to the mast—a Canadian Pacific railway from end to end, and we do not want any syndicate to build the road upon terms which will be ruinous to them. (Loud applause.) We do not want any syndicate to engage in that work, and make a disastrous failure of it. (Renewed cheering.) The hon. gentleman has now, by his policy and by his utterances in this House, carried obstruction to the utmost limit of faction. (Hear, hear.) He has gone so far as to threaten the syndicate, and to say, "If we ever get into power we will be as regardless of the public faith pledged to you as we were to the public faith

and to say, it were to the public faith pledged to you as we were to the public faith pledged to British Columbia." (Loud applause.)

Mr. ANGLIN spoke in support of the amendment. He held that the speech of the Minister of Railways was no answer to the statement of the leader of the Opposition, and stated that while in Montreal several Conservatives had told him that the Minister of Railways' address in Montreal was no answer to the speech of Mr. Blake in the

Mr. WHITE (Cardwell)-Will the hon. nan mention one Conservative's name? (Hear, hear.) Mr. ANGLIN-I make that statement on my personal honour and veracity. ("Hear, hear," and laughter.) I am not at liberty to

use any names. (Laughter.) AFTER RECESS. Mr. ANGLIN, resuming, argued that they had no opportunity of properly ratifying the terms made with British Columbia. Sir CHARLES TUPPER—Does the hon. gentleman forget that his leader stated that this question was submitted to the people and decided in its favour, and that they had received no mandate to reverse these terms?

(Applause.)
Mr. ANGLIN—The hon. gentleman refers to my late leader, and—
Sir CHARLES TUPPER—I refer to the hon. gentleman's present leader. (Applause.) Mr. ANGLIN-That does not matter in the least, as far as my argument is concerned. (Laughter.) The entire contract was very suspicious, and the Ministry in pressing it were giving colour to the suspicions of corruption which had arisen. If the contract ssed, the names of the leaders of the Gov-

ernment would go down to posterity reeking with infamy, for the road would be hauded over to a band of Germans, Yankees, and Canadians who had not yet shown any very great degree of patriotism in the management of the road they now owned. (Opposition applause.)

Mr. WHITE (Cardwell), referring to the mr. WHITE (Cardwell), referring to the new syndicate offer, said that the fact that the Government desired to give the road to a company to construct had been long known. Early last summer the Premier at Bath stated that he had received offers from capitalists ready to take up the construction of the road. Where were the eminent capitalists then who now come forward with th able offer to which the Opposition had taken so kindly? (Hear, hear.) Subsequently Ministers went to England to enter into negotiations. The eminent patriotic capitalists of the new syndicate knew that they had gone, but where was their offer at that time? (Applause.) While the Ministers were in England various rumours were sent to this country as to their success, and when they returned an official announcement of the terms of the not then signed contract was made. The eminent and patriotic members of the new syndicate knew what the terms were. Why did they not come forward with their offer? (Hear, For more than a month this House had been in session, how was it that it was only last week that the eminent and patriotic capitalsts of the new syndicate decided to rush to ists of the new syndicate decided to rush to the rescue of their country? They permitted their political friends to go from end to end of Untario endeavouring to get up an agitation, and they gave them no hint of their intention to make their offer to the Government. It was not until it was found that there was no chance of disturbing the public mind that the Opposition resolved to call to their aid a number of capitalists all of one political stripe. Who were these eminent ment. It was not until it was found that there was no chance of disturbing the public mind that the Opposition resolved to call to their aid a number of capitalists all of one political stripe. Who were these eminent patriots and capitalists who formed the syndicate? There was Col. John Walker, whose record was written in the courts of Option. record was written in the courts of Ontario.

and from whom, according to the declaration of a judge, the waters of the ocean would not be sufficient to wash awa the suspicion that he was not telling the truth even after he had sworn upon Evangelists to tell it. (Applause.) Was he interested solely by the desire to promote the interests of this country? (Hear, hear.) Then there was H. H. Cook, a member of the House in former times, a gentleman of emi-nent purity—(laughter)—and of carefulness in the observance of the law in regard to election matters. (Hear, hear.) That gentleman had been in Ottawa in conferdence with the leaders of the Reform party. (Hear, hear.) Was he influenced sin the desire to serve his country? Who were the gentlemen from Hamilton who belonged to this new syndicate and were anxious to save the country from a dreadful mono-poly? They were the gentlemen who asked bonuses from part of the district which he (Mr. White) represented, and from elsewhere, on the promise to build a road to meet the monopoly exercised by the Northern railway. They were the gentlemen who, when they had received bonuses and had built the road, handed the road over to the management of the line with which they had promised it should compete. (Ap-plause.) Would gentlemen of business capacity, gentlemen of means, seriously go into an enterprise involving an expendi-ture of fifty or a hundred millions of dollars on twenty-four hours' notice? (Hear, hear,) Would the men who composed the new syndicate have made the proposal just submitted to the Government if they had supposed for a moment that there was any chance of their tender being accepted? (Loud ap-plause, and cries of "Try them" from the circumstances connected with this new offer. What did the leader of the Opposition say? He stated that he had a copy of the tender in his possession. He (Mr. White) had no doubt he had it before it was submitted to

the Government. (Hear, hear.) Was it likely that men making a bona fide offer to the Government would submit their offer first to the leader of the Opposition? (Applause, and cries of "No.") Then the details of the offer were furnished to the Opposition rappers in advance of its to the Opposition papers in advance of its presentation to the Government, and copies were placed in the telegraph offices that the tender might be sent widespread throughout the country. Would an honest offer be thus made known before it had received the consideration of the Government? (Cheers) The sideration of the Government? (Cheers.) The whole proceeding was simply an attempt to do by means of a discreditable trick what these hon, gentlemen had failed to do by means of an honest and fair dis and to excite in the mind of the public some degree of apprehension that too much was to be given to the syndi-cate. But they would fail in this as in their (Cheers.) The people were other attempts. (Cheers.) The people were not to be fooled in this manner, and the people of Lower and Upper Canada would re-member the old French adage, "When the member the old French adage, "When the daughter is married there is no lack of sonsin-law." ("Hear, hear," and applanse.)
The people, remembering this, would regard the conduct of the Opposition with very much the feelings with which these hon, gentlemen must regard it, of humiliation and shame that a political party should resort to such a dodge in order to defeat the Administration and not to build the Pacific railway. (Cheers.)
Mr. ORTON said that the only question was whether the resources of Canada would permit the construction of the railway according to the terms of the contract. (Hear, lear.) This was satisfactorily established, and he could see no reason why the agreement should be rejected. He went into the history of the question at some length, mentioning the estimates made at different times by hon.

gentlemen opposite regarding the immense difficulties of the work and the extraordinary expenditure it would necessitate, and urged that as the present scheme would only entail an expenditure of some \$3,000.000 a year, and that for a limited period, this was a strong reason for supporting the contract. (Cheers.)

Sir A. J. SMITH said that the member for Cardwell had no right to insult the gentlemen who made the new offer by stating that they were parties to a discreditable political trick. He denied that he able political trick. He denied that he had deserted the Conservative party in 1873. He had merely given the Government of the day a fair and independent support. He accused the Minister of Railways of having made false and malicious charges against him, the chief of which was that he had been an afficiency of the chief of which was that he had been an afficiency of the chief of which was that he had been an afficiency of the chief of which was that he had been an afficiency of the chief of which was that he had been an afficiency of the chief o office-seeker. He would ask the Minister if he had ever asked him for a situation in his

Sir CHARLES TUPPER rose to reply. Sir RICHARD CARTWRIGHT-The hon. entleman has spoken already. (Opposition

Sir CHARLES TUPPER said he rose to personal explanation.

Mr. SPEAKER ruled that an explanation ould be given.

could be given.

Sir CHARLES TUPPER said that the hon. gentleman would not at all benefit his position by endeavouring to prevent the fullest discussion on a personal matter between the hon. gentleman and himself. He would repeat that the hon. gentleman was an office-seeker. He had not replied to the hon. gentleman in this connection a year ago, but the hon. gentleman knew very well why he had not done so. The statement was not of sufficient importance to merit a reply why he had not done so. The statement was not of sufficient importance to merit a reply at the time, in view of the fact that at the moment he wished to follow and not to precede another hon. gentleman in the debate. (Hear, hear.) The hon. gentleman was diametrically opposed in 1871 to the Government of Sir John Macdonald on the great public question of the building of the Canada Pacific railway, which he even now characterized as an insane which he even now characterized as an insar

which he even now characterized as an insane proposal. And yet in one short year they found the hon. gentleman voting down a motion made against the building of the railway by a gentleman, the member for Bothwell, with whom he (Sir A. J. Smith) was co-operating in 1871. How did the hon. gentleman reconcile this change of base? (Applause.) He had intimated to the hon gentleman that his administrated to the hon gentleman that his administration is sufficiently as the hone gentleman that his administration is sufficiently as the hone gentleman that his administration is sufficiently as the hone gentleman that his administration is sufficiently as the hone gentleman that his administration is sufficiently as the hone gentleman that he hone gentleman that he hone gentleman that he had he ha intimated to the hon gentleman that his ool-league the Minister of Finance had stated that he (Sir Leonard Tilley) believed that the member for Westmoreland would accept the governorship of New Brunswick, and he reported to his colleagues that the hon, gentleman did not want the governorship, but a seat in the Cabinet. (Applause.) Sir. A. J. SMITH-You reported what was

not true. Sir C. TUPPER—Will the hon, gentle-Sir C. IUTTER—Will the hole, generical man deny that when I discussed the question of the governorship he said it would be a great deal better if Sir Leonard Tilley or Mr. Mitchell would take the position? (Hear,

near.) Sir A. J. SMITH-It is absolutely untrue. Sir CHARLES TUPPER-Then all I can say is this, that if the hon, gentleman is prepared to deny that, he is prepared to deny anything. (Cheers.) The hon, gentleman now said it was insane and monstrous to involve the country in the dreadful liability which the building of the railway would necessitate. Why, he went back to the people 1872 to sustain the Government wh proposed to construct this railway, and this was at the time the leading issue and question. He would now give the hon. gentleman the opinion of one of his colleagues, the member for Gloucester (Mr. Anglin.) That gentleman, in his paper in 1873, stated that all those who voted as he (Mr. A. J. Smith) had voted had covered themselves with infamy for a consideration, and that they were ready to sacrifice honour character honour character honour character honour character. honour, character, honesty, and reputation. That was the opinion of the member for Gloucester regarding the member for Westmoreland. (Hear, hear.)

Westmoreland was looking for some office. Sir A. J. SMITH said that the hon, gentle man, true to the instincts of his nature, had folowed the course in this case which had caused all his statements to be termed "Tupperisms." The hon. gentleman did make him an offer of the Governorship of Nova Scotia, and the the Governorship of New Brunswick himself.

Sir CHARLES TUPPER said that he never made such an offer. He had not the power to make such an offer.

Sir A. J. SMITH appealed to the Finance
Minister to state whether the Government of

rnment wanted to get rid of Mr. Mitchell. Sir LEONARD TILLEY—Mr. Speaker, Mr. LANGEVIN said that it was precisely

rise at once to say that there is not one wor of truth in that statement. because they wished to protect the interests of the country that the Conservative party, and especially the members of it in the province of Quebec, opposed, and ought to oppose, the proposition of the second syndicate, so-called. Hon, gentlemen said that in ignorance of the terms they rejected it. Hon, gentlemen intimated that they were prepared to accept it. Hon, gentlemen eulogized the new proposition. It was magnificent. It was superb. Why? Because it came from the friends of hon, gentlemen—(hear, hear)—and was not presented to the House by the Government. But the Government had no personal interest in sustaining the contract before the House more than any other syndicate. They submitted this proposition to the House because it was the best offer that had been made to the Administration. At the time and especially the members of it in the made to the Administration. At the time when it was received had not the Government made known to the country that it was pre-pared to receive proposals? ("Hear, hear," and cheers.) The Premier at Bath declared and their families, and making that country, much sooner than it will be now, a populous and a prosperous country. But there is little use in regrets like these. We on this side of the House are not responsible for the delay. We are not responsible for the loss of any time, and we appeal confidently to the country, and confidently to posterity, we appeal confidently to every candid man to say that this Dominion of ours, of which we are seen that the Government was so prepared.
(Applause.) Where were the friends of the (Applause.) Where were the friends of the hon. gentlemen at that time? (Cheers.) These gentlemen then lived in the country. It was not long ago, and the capital they now have they taen possessed. (Hear, hear.) Why did not they then make this proposition? (Hear, hear.) Why did they not say that they would build this road on such and such conditions? (Hear, hear.) They made no communication to the Government. They made no communication to the Govern-ment at that time. It was a common thing when tenders were asked for a work for some individual to offer of 1872 had been carried out. Still, sir, it was not to be. Our effort failed, and we fell in those efforts. We were succeeded by a Government strong in numbers, strong in the work in question for 10, 15, or 20 per cent. less than the lowest tenderer, (Hear, hear.) What did the Government do under such circumstances? The tender was put aside. Such an affair could not be considered ability, and at the head of it a practical man. The fact of his being a practical man was a matter of boast, and a just boast, among those who gathered around him. He had directed his energies to the subject. He had at his back a body so strong that no opposition could effectively thwart him, or oppose him, or even obstruct him; and that hon gentleman states himself that he was the state of t gentleman states himself that he was not ob-structed; that he was not opposed; that he was not in any way impeded by the Opposi-tion of the day; and he, sir, took up the same line of policy in essence that we ini-tiated in 1872. He served honestly and faithfully, I believe, to relieve his Govern-ment and relieve himself and his party from the responsibilities of his position, and of the pledges which were made, and which could not without dishonour be broken, which could not be delayed, which could not with-

THE NEW SYNDICATE. Sir CHARLES TUPPER—I have the honour to lay on the table of the House a paper which was placed in my hands on Friday last, purporting to be an offer for the construction of the Canadian Pacific railway.

PRIZE-FIGHTING.

Mr. SPEAKER called the attention of the House to the fact that the Senate had passed the Act respecting prize-fighting—(laughter)—and the Act for better protection against Both bills were read a first time.

THE NEW SYNDICATE PROPOSITION. Mr. BLAKE-I would like to ask the Minister of Railways whether communications have reached him to-day enclosing certificates of bank managers that deposits aggregating about \$1,300,000 as security for the offer of Sir Wm. P. Howland and others.

Sir CHARLES TUPPER—I may say, Mr. Speaker, I will lay on the table of the House to morrow any reacre of the kind that

Speaker, I will lay on the table of the House to-morrow any papers of that kind that may reach me between now and the time of the meeting of the House to-morrow.

Sir JOHN MACDONALD—Mr. Speaker, I had intended on Friday night to have made some remarks on the amendment that was then in your hands, but unfortunately for myself and perhaps fortunately for the House, I was too much indisposed to be able to do so, and I was obliged to leave the chamber. With your permission, and the permission of the House, I shall offer a few remarks, and they will not be long, on the subject so brought up and involved in that resolution and the amendment, and on the discussion which arose upon it. Sir, in the first place, I would like to speak of the position of the Government with respect to this whole question. It is true it has been treated ad nauseam in this House and in the country; but holding the position that I do, I think it not improper or idle or a waste of time if I recall the attention of the House to some of the facts connected with the present condition of the great enterprise; and in doing so I must offer my most humble and respectful apologies to my colleague who sits next me, the Minister of Railways, because he has again and again gone over the whole ground in a manner. Railways, because he has again and again gone over the whole ground in a manner which I may imitate, but which I cannot hope to emulate. It is known that from the time that British Columbia came into Confederation, and I need not read the journals of the House to prove the fact, the declared preference of both sides of the House of the then Parliament was in favour of the construction of the Pacific railway by an incorporated com-pany. We commence from that starting point, and if we look through the whole line of the discussion and the whole line of the policy of the two Governments which have had to deal with that question, we will find that the thread way. that the thread running through the whole subject was for the construction of the road by a company. It was felt in the country, in the House, and by every thinking man, that if we should be fortunate enough—if Canada should have sufficient credit in the market where capitalists do prost congregate—to induce capitalists to come forward and undertake this great work, we would have obtained take this great work, we would have obtained for the Dominion a great advantage. Our legislation was based upon that idea in 1872. The legislation of the Government that succeeded us was based upon the same principle—that it was advisable, if possible, to avoid all the trouble, responsibility, and uncertainty, and all the danger to be apprehended of making a great work like this a political engine. It was thought by all parties that it was of the greatest consequence that all those obstructions to the successful prosecution of the work, to the carrying out of this great object and connecting this country from sea to sea, take this great work, we would have obtained

and connecting this country from sea to sea, and making it one in fact, as well as in law, should be removed; that it was of the

greatest consequence that the work should be expedited; that it should not be carried on as

a public work; that it should not be made a matter over which rival parties could or would fight; that it should be undertaken on

ar as my remarks are connected with the

subject, any references to the political past.
Allusions were made to it by those opposed to

the Government, especially by those who desired to asperse myself. But, sir, there is the

record. There is the fruit of the appeal to the country, and I am Prime Minister of

Canada. But whatever may have been the cause of the failure of Sir Hugh Allan and the

first company that was organized for the purpose of building this road, I can say without

reference to any political reason why that company was defeated. I can only say it

vas not from any want of the strongest op

position offered to the Government of which I

two things occurring together—the personal object in attacking the Government and the

desire to overthrow the scheme. It has been arged in this House, and I say it has been proved,

that the present scheme laid before the House

for its approval is a more favourable scheme

than that proposed in 1872. Whatever may be the operits of other offers or tenders, what-

ever may be the merits of the last offer that

has just been laid on the table, I believe no

man of candour and common sense who

understands figures but will see that the pre-

sent proposition is more favourable to the

country than the arrangement made with Sir Hugh Allan in 1872. And I would ask this

House and this country if Canada would not have been a great gainer if we had accepted

and carried out that proposition of Sir Hugh Allan in 1872. Nine precious years have been lost since that time which can never be

recovered, during the whole of which the road world have been in successful process of

construction. The men engaged in that scheme, if they could have got the ear of the

European capitalists, were strong enough to push that road across the country, and at the end of those nine years we would have had hundreds of thousands of people who have gone from mere despair to the United States

Territories. That country, instead of hav-ing but a small settlement in the eastern end of it, would have been the happy home of hundreds of thousands, to use the smallest figure, of civilized men, of earnest,

active, labouring men working for themselve and their families, and making that country

this Dominion of ours, of which we are so proud, about the future of which we are so

anxious, and yet so certain, would not have been infinitely greater in our own time, in the time of the oldest of us, if the future of that

country would not have been opened out as a great branch of the Dominion, if the contract

ability, and at the head of it a practical man.

gentleman states himself that he was not ob-

could not be delayed, which could not with-out disgrace and discredit be postponed. It

owding into one of our own North-West

as the head; but it was in consequence of

Sir A. J. SMITH-And of you.

Moreover the Minister offered him a seat in the Cabinet, did he not?

Sir John Macdo ald had not made him an offer to enter the Cabinet. Sir LEONARD TILLEY said he had no knowledge of any such offer being made.

Mr. ANGLIN stated that the member for Westmoreland (Sir A. J. Smith) had reported to him in 1874 that the Minister of Finance had seen him and had offered him a Cabine office, stating at the same time that the Gov

was admitted that it was a sacred obligation. It was admitted that there was a treaty made with British Columbia, with the people and the Government of British Columbia; and not only was it an agreement and solemn bargain made between Canada and British Columbia, but it was formally sanctioned by her Majesty's Government. It was a matter of Colonial policy in England that the road should be constructed, and the late Government, led by my hon. friend from Lambton, who is absent from his place to-day, and and who, I fear, is absent from the same cause which compelled my absence on Friday night, and I regret his absence very sincerely. I say my hon. friend felt himself bound to that policy. Both the Government, of which I was the head, and the Government of which he was the head, were bound by the original resolutions that were passed at the time that British Columbia came in, were bound to the policy that this road should be built with the aid of money and land, and built by an incorporated company if possible; and some went so far as to say, built in no other way. He was hampered by that obligation, but although it hampered both Governments, yet inasmuch as it was the declared wish of Parliament, and must stand until it was reversed by Parliament, that resolution was not an intringent. and must stand until it was reversed by Par-liament, that resolution was not an infringe-ment of the original arrangement. The dele-gates from British Columbia sat here when gates from British Columbia sat here when the motion was carried. They were assenting to it at the time it became in fact the law of the land; and when they went home there was not a word of objection or reproach from the Legislature and the people of British Columbia. All they wanted was that the spirit of the resolution should be carried out so far as men could carry it out honestly and fairly and straightforwardly—that solemn compact, that obligatory piedge, that treaty not to be broken with dishonour. Both Governments felt themselves bound to make every exerbroken with dishonour. Both Governments felt themselves bound to make every exertion to build the vailway by means of the intervention of a body of capitalists incorporated for that purpose; and what we had tried to do, so tried the succeeding Government, and they advertised in the manner which has been stated and explained, and I need not go through the details again.

Advertisements were issued by the hon need not go through the details again.

Advertisements were issued by the honmember for Lambton, then the bead of the
Government, calling on capitalists all over the
world to come forward and tender for this work. But the tenders did not come in. Whether it was that Canada had not the credit it now has, whether it was that the Government of the day had not the credit that the present Government of Canada has, whether it was that the circumstances of the money market were un-prop.tious at the time, whether it was that the country in the North-West was not so well known then as now, I cannot say.

Perhaps all these causes, or some of
them conjoined to prevent success;
but at all events the call upon the capitalists
of the world by the late Government did not
succeed. Sir, as I understand it, that was not a mere offer giving capitalists a certain day to respond, as if you were going to build a house, calling upon them to put in tenders by a particular day at twelve o'clock, and informing them that no offer could be received afterwards. There was in the first place an invitation from our Government calling upon capitalists to compete. There was an invita-tion from the succeeding Government calling upon the capitalists of the world to compete.
That was an announcement to the whole world, and when we received gladly and hopefully received an offer from parties who, we believed, were in every way able to carry out the enterprise, if they undertook it, we felt that they were carrying out the received live.

that the Government should be ind outer for all from this responsibility. And, sir, I might allude to a speech I made before going to England in the spring of 1880, and I do so be-cause it was noticed by the country. Mr. BLAKE-(Hear, hear.) ommercial principles and be built by a body of capitalists like any other railway with the hope and expectation that the capitalists would get full returns for all their risk, for all their expenditure, and for all their responsibility. The whole country was in favour of that proposition if it was received to be a second to be a secon Sir JOHN MACDONALD-Doubtless the Sir JOHN MACDONALD—Doubtless the hon, gentleman, speaking in a legal and technical sense, will say that a speech of mine to a meeting was not a legal notice. But upon a previous occasion, when the hon, member for Lambton was forcing a measure upon the country without notice he said indignantly to this House: "Every man has read my speech at Sarnia when I went home to be recleoted as Premier. I gave notice to the whole country of the policy of the Government, and we have not faken the country by surprise." I will ask the hon, member if that that proposition, if it was possible to have it carried out. We tried, and we failed; although we made an effort as strong, and almost a successful effort, in 1872 to thus build the railway. I will not drag into this discussion, as far as I am concerned, and as far as we remarks are connected with the " I will ask the hon. member if that did not occur, that if what is sauce for animal of a particular kind is not sauce for another animal of the same kind.

Mr. BLAKE—We do not say he is a goose.

that they were carrying out the repeatedly expressed wish of Parliament, the desire of every man really on both sides of the House,

that the Government should be rid once for

Sir JOHN MACDONALD-That is a ready answer from an anser. (Loud laughter.) I think my hon. friend will pardon me for the allusion because he brought it on himself, although he be a biped, no one will class him among that branch of bipeds. Let me read what I said in the spring of 1880. "When I tell you that at this moment there are a num ber of capitalists offering to build the road, desirous of taking it off the hands of the Government, and also making their own fortunes by running it, and by the settlement of the land set apart for its construction," etc. I also said that "the Government at this moment have the offer under consideration That, sir, went to the country. It was copied and commented upon. It was commented upon by the organ of the hon, gentlemen opposite. It was published and commented up-on by every political paper in the Dominion of Canada. Notice was fully given what our intention was, and, sir, was no remonstrance made to our want of power in doing so.
Nobody spoke against our having the right to do so. We were congratulated upon having this offer made. The whole tone of the Op position press, was pool-pooling the thing.

"You cannot get capitalists to build it; you won't be successful, but we wish you God

That was the tone of the Opp press before we went to England. We might have concluded that contract under the spirit and terms of the Act passed by the pre-vious Administration. I would much like to discuss that matter of law with the hon. gentlemen opposite, but it is too large a matter for us to deal with in that way. We felt that this scheme was one that must pledge the fortunes of Canada and the revenues of Can ada for a great many years; and that it was due to the people of Canada, to the Parliament of Canada, and to the Government that their sense should be obtained before we ventured to put it into execution We did not in that respect follow the example of the Government that preceded us. Some of the branch lines involved the expenditure of very large grants of money, and the present leader of the Opposition took strong grounds against the late leader of the Opposition. When the hon member for Lambton declared that a contract had been given and that certain work was to proce the hon. member for West Durham as

him—I forgot the exact question put—but the answer was that he (Mr. Mackenzie) had nothing more to give, and he acted upon hi Mr BLAKE—I think the hon, gentle is mistaken. He refers to the question I put asking for the authority on which the hon. member for Lambton proposed to build the Esquimalt and Nanaimo branch. Sir JOHN MACDONALD-Yes, that was

it. The answer will speak for itself. The hon, gentleman questioned him in regard to the authority to build the portion from Esquimalt to Nanaimo. Mr. Mackenzie answered that he had nothing more to ask from Parliament. I ask if that was not the answer he Mr. BLAKE-No. The answer given that part of the question was that he had al-ready given notice of the introduction of a bill to authorize the construction of the rail-

Sir JOHN MACDONALD-Well, Mr. Speaker, Mr. Mackenzie told the congentle-man that he had nothing to ask Parliament for, and it was after that, after he found that was going to get the stern opposition of

he hon, gentleman, and that cave of Adul-am, which the hon, gentleman had formed beehind his back, that he whipped Mr. Mac-cenzie into that statement. I cannot be mistaken. The circumstance is deeply im-pressed upon my mind. The Government, I pressed upon my mind. The Government, I say, had every right to use all their exertions in order to relieve themselves and the country of the obligation of building this road, and the still greater obligation of running it. Let any one consider for a moment what these obligations are and how they press upon the Government. We see this in the Intercolonial and in every public work. Why, sir, it is actually impossible, although my hon, friend has overcome many obstacles with regard to the Intercolonial railway, for the Government to run that railway satisfactorily. It is made a political cause of complaint in every way. The men that are put on the railroad, from the porter upwards, become civil servants. If one of those men is put on from any cause whatever he is said to be a on from any cause whatever he is said to be a political hack. If he is removed, it is said his removal was on account of his political opinions. If a cow is killed on the road a motion is made in respect to it by the mem-ber of the House who has the owner's vote ber of the House who has the owner's vote and support. The responsibility, the expense, the worry and the annoyance of a Government having charge of such a work, are such that for these causes alone it was considered advisable to get out of the responsibility. We have had enough evidence of that in this House. With respect to the question referred to by my hon, friend from West Durham, I have the answer of Mr. Mackenzie. Here it is:—"We have never asked Parliament for the authority by merely communicating to Parliament this decision, communicating to Parliament this decision, and rely upon the House to support us in accepting the terms made through the intervention or mediation of Lord Carnarvon, and that support, I do not doubt will be cheerfully accorded." (Applause.) Well, sir, we went to England, and though in England we any confidence or trust in a Government stamped with the Pacific railway scandal. It was said that if there was another Government having greater confidence, and greater purity of character, and greater ability, the result would be different. There were tears, crocodile tears perhaps, dropped upon the unhappy fate of Canada in having such an

the. The immigrant from Europe will find here a happy and comfortable home in the great West secured by the exertion of the Conservative party. (Applause.) But then, sir, comes the interjection. After the arrangements have been made, and the Government had made a contract that hon gentlemen opposite three or four years ago would have leaped at, and bragged and boasted of as wonderful proof of their superior adminis-trative ability, we now have the assertion that the contract was made without due that the contract was made without due authority. As long as Mordecai sits at the king's gate he will protest. We have had taking part in this discussion gentlemen who are accomplished actors, my hon. friends opposite. (Hear, hear.) These hon. gentlemen are perfectly trained in histrionics. (Hear, hear.) But, sir, the best actor is not always successful. (Cheers.) We have had tragedy comedy and force from the have had tragedy, comedy, and farce from the other side. (Laughter and applause.) Sir, it commenced with tragedy. (Hear, hear.) The contract was declared oppressive, the amount

of money to be given was enormous. We were giving away the whole lands of the North-West. Not an acre was to be left for

the free and independent settler. There was to be a monopoly handed over to this company. We had painted for us the tyranny of pany. We had painted for us the tyranny of this company that was to override the people by raising a high tariff, and the tyranny of a great monopoly which was to keep in their control a large area of lands (out of which they expect to build this railway) for some hundred. dreds of years in order that through the exer-tions of others the value of their acreage might beincreased. This was the tragedy. (Hear, hear.) And hon, gentlemen opposite played it so well that if they did not affect the whole audience we could see tears of pity and sor-row trickling down the cheeks of gentlemen row trickling down the cheeks of gentlemen sitting on that side of the House. (Laughter.) Then, sir, we had the comedy. The comedy was that when the speeches of these hon, gentlemen were read to them, it was proved that last year, or the year before, or in previous years they had thought one way, and that now they spoke in another way. (Hear, hear.) Then it was an amusing and comic thing that every hon, gentlemen got up and said, "I am not bound by that. (Hear, hear.) It is true that I said so a year ago, or it is true that I said so two years ago, but circumstances are changed, but to what I said I am not bound now." (Cheers and Laughter.) This was very comic. (Laughter.) Laughter.) This was very comic. (Laughter.) It amused us all, it amused the house, and the whole House chuckled on a broad grin. (Laughter.) These hon. gentlemen said, "It (Laughter.) These hon, gentlemen said, "It is true we were fools eight months ago and two years ago, but because we were fools in the past you have no right being Ministers to be fools, too. You have no right to advocate the follies we have advocated." (Laughter.) This was the comedy. Now, sir, the last thing that came was the farce. (Hear, hear.) We had the force laid on the table to day.

We had the farce laid on the table to-day. (Cheers.) The tragedy and comedy were pretty successful, but the farce, I am afraid, with an impartial audience, in theatrical phrase, will be damned. (Cheers.) It is a arce, but still whether it will be its consequences I do not know. (Opposition—hear, hear.) I do not think, for my part, that it will be farcical in its consequences—(Opces—(Opposition—Hear, hear)—because the greatest punishment that a farce writer or a farce actor can get when he has played his farce is that his farce is unsuccessful, and that the audience hisses the act. (Cheers.) This will be the consequence of this charming farce that has been played. (Hear, hear.) To change the metaphor, Mr. Speaker, I may say that this thing is "too thin." (Cheers and Laughter.) It would not catch the blindest, It would not catch the most credulous. It

way which was a sufficient answer to my question. In the same speech I asked the hon member whether he was going to submit the Carnarvon terms for the approval of the House, and the hon gentleman said that in that particular he had nothing to ask of Parliament. would not catch the most unsuspicious. (Cheers.) No one of common sense, no man who can say two and two make four, will be caught for one moment by this flimsy scheme. (Cheers.) Mr. Speaker, it was concected here, (Cheers.) It was concected in Ottawa.

were disappointed and defeated candidates at the late election. (Cheers.) I need not go over their names. I read the speech of my hon. friend, and find that it is a political plot. I would ask my hon. friend, the member for the West Riding of Durham, if Colonel John Walker is not a rather remarkable politician. (Laughter.) I would ask my hon. friend if Mr. H. H. Cook is not also a rather remarkable politician—(laughter). a rather remarkable politician—(laughter)— and so on. Mr. Speaker it is a political plot got up here. (Cheers.) It was quite easy to make an offer, knowing that the Government cannot or ought not or will not accept. We cannot or ought not or will not accept. We made a bargain with a company in good faith, and we promised that it should be a compact between the Dominion of Canada and them, provided that the Parliament ratifies it. (Opposition—"hear, hear") Yes, provided Parliament ratifies it. We were bound to submit the agreement to Parliament for ratification and then it was argued:—"The Government cannot in honour, in decency, if their policy is defeated, remain in office, and therefore we will get in and we will take care of our friends. (Cheers.) For thesesevenor eight political gentlemen and their confrers we will went to England, and though in England we occasionally saw what was going on in the Opposition. Oh, how frightened they were lest we should succeed, and cablegram after cablegram came to Canada informing the country with an expression of regret that we had miserably and wretchedly failed. Then as long as this was supposed, they said it was an evidence of want of confidence of the people of England in the present Administration. How could any body of capitalists put any confidence or trust in a Government tan let them out of it. (Cheers.) There is a series of clauses providing that the Government can let them out of it. (Cheers.) The hon. gentlemen have made up their minds that we must go. out of it. (Cheers.) The hon, gentlemen have made up their minds that we must go. They have made up their minds that we could not respectably remain in office. They said, "Well, our sentiments are known everybody knows what we think about the construction of the Canada Pacific railway and what we will do, and what our policy the unhappy fate of Canada in having such an incompetent and criminal Government that could not within nine years from the original transaction carry out a beneficial arrangement by which it was proposed to enclose the could are the could a transaction carry out a beneficial arrangement by which it was proposed to endeavour to get English capitalists to take their place and build the road. However, sir, we did, and in the speech at Hochelaga that I hear so much about—a speech that can hardly be diguified by the name of a speech—I announced the fact that we had made the contract. I say so now. We made the contract that we had made the contract that we had made the contract. I say so now. We made the contract that we had made the contract that we had made the contract. caught by it. (Cheers.) No web in the net is going to catch the intelligent community with these papers before them. (Cheers.) Sir, these hon. gentlemen had better have dealt with this matter in general. They could have said, "Other people are ready to make a contract." If they had said in their hoped it would be done with the assistance of hon. gentlemen opposite. But the project that has been laid on the table to-day shows that they have abandoned tract. I say so now. We made the contract | caught by it. (Cheers.) No web in the net But the project that has been laid on the table to-day shows that they have abandoned all idea of ever building the Canada Pacific railway. By a political and discreditable plot they are trying to put off the blame upon others, but notwithstanding that plot we are going to build that road, and the original traty will be carried out. (Applause.) The pledge made to British Columbia, and the pledges made in reference to the future of this Dominion, will be carried out under the auspices of a Conservative Government, and with the support of the Conservative party. (Applause.) That road will be constructed, and notwithstanding all the wiles of the Opposition, and the finingy arrangement which has been concocted, the road is going to be built, and will be proceeded with vigorously, continuously, systematically, and successfully to completion; and the fate of Canada will then as a Dominion be sealed. Then will the fate of Canada be fixed beyond the possibility of the hon gentlemen to unsettle. The immigrant from Europe will find some persons might not see that it was merely a flank movement to obstruct the formation of the company, and to delay and These hon, gentlemen cannot do it. What have they told us? That this proposition was illegal. The hon, member for Gloucester told us it was illegal and unconstitutional fo the Government to have made this arrangement with the first syndicate; and how can he vote to give the contract to this second syndicate? The hon, member for North Norfolk has told us that some portions of this arrangement are a swindle, yet those very clauses which he said were a swindle are incorporated in the proposals of the new syndicate. Those very clauses which the hon gentleman so eloquently, but rather un-parliamentarily, denounced as a swindle and a fraud he will find were, with the two exceptions, copied into this arrangement. Let me just look over some of these clauses. In the first place our terms were said to be excessive in comparison with the terms of the present bogus tender. In the next place, it was said that we had no right to contract except on tenders given in reply to an advertisement, but this is a point to which I will call the attention of the hon, member for North Norfolk. The manner of selecting the lands under our proposal was said by him to be a swindle, a fraud, and a robbery, yet these gentlemen, Sir W. P. Howland and Company, say that they must be allowed to perpetuate that swindle and carry out that fraud, or they will not undertake the contract. Surely this

eing the case the hon. gentleman will not vote for the second syndica An HON. MEMBER-He will do anything. Sir JOHN MACDONALD-Then it was said, "Oh, the Government is going to build the road from Thunder Bay to Red River, from Kamloops to Port Moody, and from Yale to Port Moody. Why, the Government will become partners with the syndicate that will never do." Gentlemen who used that argument cannot vote for the new syndicate. Then there was an argument used that the scheme for issuing bonds was wrong, that the contractors would issue the bonds and leave the bond holders to whistie for their money, and the people of Canada to whistle for their road; yet the general prin-ciple for the issue of bonds is adopted in the proposal of Sir W. P. Howland & Co. Then, Mr. Speaker, there was a great grumble at the smallness of the deposit. The offer is a million of dollars. That is the offer made by the gentlemen of the new syndicate. I have learned from my hon. friend since I came into the House that the new syndicate gentle-men thought they could "go one more," to use the language of my good friend Mr. H. H. Cook, and they have sent down certificates to the extent of twelve or thirteen hundred

thousand dollars.
Several MEMBERS OF THE OPPOSI-TION—Oh, oh! Sir JOHN MACDONALD—Hon. gentlemen opposite must not be unparliamentary.
I am speaking at some disadvantage because
I am not well, but I will make myself heard. The proposition just laid on the table of the House is that the members of the new syndicate shall make a deposit of a million dollars. I understand that they have sent a communication by telegraph stating that they have deposited \$1,200,000 as security, that when the contract is signed they will deposit the million dollars permanently. Well, sir, this is a small trick to put up, and yet if you look at the contract lying on and yet if you look at the contract lying on the table you will see that the syndicate have to put up the whole of \$5,000,000 by the 1st May, 1882. Mr. ANGLIN—No, no.

Sir JOHN MACDONALD-I beg not to be interrupted again. I think that an old speaker ought to know something about the decencies of debate.

An HON. MEMBER—The 1st December,

Sir JOHN MACDONALD—They are to put up one million dollars to remain per-manently in the hands of the Government. They are to put up the other four millions by the 1st December, 1882, and that is a suf-

(Hear, hear.) It was concocted as a political engine. The reason of it was this, "Well, the present Government have committed themselves under their hand and seal. (Hear, hear.) There is the seal of the Minister of Railways. There is the seal of the Minister of Railways. There is the order-in-Council. There is the contract signed, sealed, and delivered. The Government are pledged to it. They cannot get out of it, and we are quite safe; we can make any offer. (Hear, hear.) We can make any offer. (Hear, hear.) We are quite safe. We can get all these gentlemen to sign." I think, although I was not here at the time, that my hon. friend from Niagara showed it, that of the incorporators and petitioners themselves who make the offer under this precious document, seven or eight—

Mr. PLUMB—The number is seven.

Sir JOHN MACDONALD—Seven of them were disappointed and defeated candidates at the late election. (Cheers.) I need not go the expanditure of sixpence by the people of Canada. We believe it will carry out what it was intended that we should carry out

it was intended that we should carry out—
the early construction of the railway; and
we are bound to ask without reference to any attempted obstruction at
the eleventh hour by the bringing out of
bogus tenders—and I use the word bogus
notwithstanding the respectability of some of
the gentlemen who have signed it—that
the contract will be adopted and the
road built according to the wishes
of the people and Parliament of Canada,
It is not constitutional, and I would not say It is not constitutional, and I would not say for a moment, or nold any threatening language to the House indicative of what course the Government ought to take or would take in the matter, if, when they have submitted in the matter, if, when they have submitted their best judgment, which becomes a portion of their policy, it were not adopted. This document is probably prepared for the purpose of giving them the opportunity of saying that "our usefulness was gone." The hon. gentlemen opposite have not hidden their lights under a bushel. Their words have not hear speken in a corner. We know the not been spoken in a corner. We know the governing policy of the Opposition, declared on several occasions and repeated in this governing pointy of the Opposition, declared on several occasions and repeated in this House during the present session by the leader of the Opposition. We know he is opposed to the building of the road through British Columbia, that he has from the time the subject was brought before Parliament protested against it, using such language to that province as "erring sister depart in peace." We know he has ridiculed the idea of forcing a railway through an "inhospitable region," a "sea of mountains," that would get no traffic but be built at an enormous ex-pense, and be of no real value. The hon. gentleman has adhered to that policy. Last session he moved that the further construction of the road through British Columbia, in allusion to the contract given out by the present Government under advertisements published the late Government, and for the purpose of carrying out its policy, be postponed, as also all action with that object. I expressed my regret of the unavoidable absence of my hon. friend from Lambton on this occasion, but greatly as I regret that, I still more greatly regretted his humiliation at the time last session when the hon, gentleman's motion was in our hands. If I were his worst enemy, and wished to triumph over him, I would not desire a greater humiliation, a sorrier 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-that he should be obliged eat his own words, and vote in favour of postponing the construction of the road through British Columbia, that he should have to be lie—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 adver-tisement mean, and the calling for tenders? Was it a sham, a fraud? I cannot assume that the hon contlement worth that the hon, gentleman went down to the depth 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 contractor were called upon to come from not only all parts of the Dominion, but San Francisco, the United States, England, and the world at large, 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 this 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 have fed a ween for the same fed. bona fide, was not for the purpose of giving out the work. Was it 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 ex-pressed. 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 the justice of the British Government Parliament where justice is always rendered to relieve her from connection with a people of the property of the people so devoid of honour, so devoid of ch 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 suffer ing 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 pre-dilection for the Sault Ste. Marie line to run off the trade, and the United States to trengthen, 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 sections composing the Do-minion from sea to sea by one vast iron chain which cannot and will never be broken. We should have in favour of this means of conshould have in favour of this means of British nection the pecuniary interests of British Columbia, to unite them more firmly to the rest of the Dominion, all of the 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 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 have changed, and I am told that the organ strongly supports the hon. leader of the Opposition, just as strongly as some years ago it vigorously, and in a leyal British sense, opposed him. If the chief man who conducted that paper was now living I do not believe he would so belie his whole life and all his interests as to surrender a great connecting principle which, whatever might be the subjects of contention across the floor, kepthimalways united with the party of which I am a humble member always united in de-fending British interests, in defending montending British interests, in defending monarchial institutions, and in trying, as far as possible, to keep us a free and independent people, free from 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 land on the table variations which are under the table, from the contract that we laid on the table, and you will see that it is prepared for the and you will see that it is prepared for the area of enabling the most time. express object of enabling the most timid man, including my good friend Sir Wm. P.

(Continued on Fifth Page)