

the Government to consider of a new policy. Well, an advertisement was issued in May, 1878, I believe, for tenders for the whole line upon the land and money basis, and subsequently, I believe in August, for the construction of the middle part of the eastern link, I think in three sections, and also for the line from Yale to Kamloops. I had then long ceased to be a member of the Government, was not even in the country, and knew nothing about the matter until a few months ago. Of course, it follows that I am not able to say anything on the subject of my own knowledge. My hon. friend (Mr. Mackenzie) has already stated the circumstances under which that advertisement was issued, with a view, while yet the tenders were being asked for the construction of the whole line upon the land and money basis, to obtain all the information possible, on all alternative plans, so as to be able to present it to Parliament with such policy as the Government might ultimately determine upon. But it would have been a radical change in the policy of the Government as announced—as the people of this country, certainly as I understood it—had the Government, after the receipt of these tenders, proposed to Parliament the construction of the 125 miles in British Columbia as a Government work; and if they had proposed it, the hon. the Minister of Railways would have found me, as he complains I sometimes was, restive again. I would have declared it was impossible in my view to carry out any such policy consistently with the former resolutions, and I would have opposed it, with what effect I know not, but with what earnestness I could. I find then nothing proving an alteration of policy on the part of the Government or of Parliament on this question until the Session of 1879. Then, indeed, there was a change. The new Government having been formed in the meantime, the grand proposal of last Session was brought forward. The hon. gentleman (Sir Charles Tupper) says, he is going to give us another batch of resolutions, and he read us some of these high-flown resolutions he brought down last Session. They indicate the character of the work in the view of the hon. gentleman, the relations of this country as well as the relations of the Empire to the work, and

the mode in which alone it can be successfully prosecuted. The first declares that an engagement was entered into with British Columbia, but it says nothing of any engagement with the Imperial Government or Lord Carnarvon, now so much talked about, to construct the road. Not, however, by any specified time; on the contrary, I find the Government by this resolution declaring the contract to be, that the line should be constructed with all practicable speed. Next, there is a declaration that the Canada Pacific Railway will be a great Imperial highway, and so forth. Then there is a declaration about the unprecedented state of enforced idleness of the British working classes, and the possibility of a scheme of relief on a large scale being found indispensable to alleviate the destitution. The hon. gentleman, not content with taking charge of the suffering thousands of Canadians, and relieving by his legislation all the misfortunes under which our poor 4,000,000 are labouring, in the largeness of his heart, and the magnitude of his resources, took charge of the unemployed poor of England; and by his wit, and that of the Imperial Government together, this great scheme of outdoor relief—so far outdoors as the North-West—was to be carried out for the relief of the destitution of the suffering poor in Great Britain. Then the resolution introduced the construction of the Canadian Pacific Railway, which was to afford immediate employment to a vast number of workmen, open up vast tracts of fertile land for occupation, and thus form a ready outlet for the overpopulated districts of Great Britain and other European countries. And the Government is authorised and directed to procure the substantial assistance of the Imperial Government by guaranty or otherwise towards the execution of the project as a national work; and a hundred millions of acres of land are set apart for the purpose of supplying funds. Then there is a resolution to alter the route; an arrangement for building a short extension from Selkirk, and a proposition that it is expedient to make further explorations in the Peace and Pine River districts; then there is a declaration that in the opinion of the House the selection of the Burrard Inlet terminus was premature; upon which I shall say no more, than that if in the year 1878, with