

collect and maintain the customs and excise duties and to withdraw from the Union, and shall also in any event be entitled to be compensated by the Dominion for losses sustained by reason of past delays and the failure of the Dominion Government to carry out their railway and other obligations to the Province." This was regarded by the Imperial authorities as impossible without a special Act of the Imperial Parliament, and was disregarded. The solution of the difficulties was found in the Settlement Act of 1884, the bringing about of which will form the subject of my concluding article.

ARTICLE XVIII.

The Mackenzie Government was defeated in the Fall of 1878. Undoubtedly, the National Policy was the principal issue, but one of the issues was the construction of the C. P. R. I knew very little about politics then, even less than I do now; but I remember with distinctness Sir Charles Tupper, senior, in a three hours' speech denouncing the purchase of steel rails by Mackenzie, the water stretches scheme—described as amphibious—the Neebing Hotel, St. Frances lock, Fort William townsite steal and other scandals, real or imaginery, with which he made the welkin ring. Being committed to the C. P. R. scheme and the British Columbia Terms of Union as a whole, Sir John Macdonald started in immediately to give them effect, the result of which was that in 1880 the C. P. R. syndicate was organized. The syndicate, for \$25,000,000 cash and 25,000,000 acres of land in the Middle West and certain other concessions, agreed to complete the line, all rail, within ten years. As soon as the bargain was announced, there was tremendous political opposition, and a new syndicate was formed, which offered more favorable terms, but as the Government was tied down to the original bargain it had to stand or fall by it. We know that with some additional help, at a critical moment, the C. P. R. was built in five, instead of ten years.