

progress and position of affairs, hence I have not communicated with you on the subject as often as I otherwise would have done. No doubt he informed you that, thinking as I had taken up the project, there must be something very good in it—a very formidable opposition was organized in Toronto, which, for want of better, took as their cry, “No foreign influence”—“No Yankee dictation”—“No Northern Pacific to choke off our Canadian Pacific,” and others equally sensible.

So much effect, however, was produced both in and out of Parliament by these cries and the agitation consequent on them, that after consulting Mr. McMullen I was forced unwillingly to drop ostensibly from our organization every American name and to put in reliable people on this side in place of them. It will be apparent to you that at this point Mr. McMullen and I differed a little as to the means to be adopted to influence the Government itself. Two opposing Companies desiring to build the Railroad were formed, the one from Ontario having the greatest number of names, while that from Quebec had the greatest political power.

Mr. McMullen was desirous of securing the inferior members of the Government, and entered into engagements of which I did not approve, as I thought it only a waste of powder and shot. On a calm review of the situation I satisfied myself that the whole decision of the question must ultimately be in the hands of one man, and that man was Sir George E. Cartier, the leader and chief of the French party. This party has held the balance of power between the other factions. It has sustained and kept in office and existence the entire Government for the last five years. It consists of forty-five men who have followed Cartier, and voted in a solid phalanx for all his measures. The Government majority in Parliament being generally less than forty-five, it follows that the defection of one-half or two-thirds would at any time put the Government out of office. It was therefore evident that some means must be adopted to bring the influence of this compact body of members to bear in our favour, and as I soon made up my mind what was the best course to pursue, I did not lose a moment in following it up.

A Railroad from Montreal to Ottawa through the French country, north of the Ottawa river, has long been desired by the French inhabitants, but Cartier, who is the salaried solicitor to the Grand Trunk Railroad, to which this would be an opposition, has always interposed difficulties, and by his influence prevented it being built. The same reason made him desirous of giving the contract for the Canadian Pacific into the hands of parties connected with the Grand Trunk Railroad, and to this end he fanned the flame of opposition to us. But I saw in this *French* Railroad scheme, and in the near approach of the general election, when Cartier as well as others had to go to their constituents for re-election, a sure means of attaining my object, especially as I purposed to carry it through to the terminus of the Pacific. The plans I propose are in themselves the best for the interests of the Dominion, and in urging them on the public I am really doing a most patriotic action. But even in that view, means must be used to influence the public, and I employed several young French lawyers to write it up for their own newspapers. I subscribed a controlling influence in the stock, and proceeded to subsidize the newspapers themselves, both editors and proprietors. I went to the country through which the road would pass, and called on many of the inhabitants. I visited the priests and made friends of them, and I employed agents to go amongst the principal people and talk it up.

I then began to hold public meetings, and attended to them myself, making frequent speeches in French to them, showing them where their true interests lay. The scheme at once became popular, and I formed a committee to influence the members of the Legislature.

This succeeded so well that in a short time I had 27 out of the 45 on whom I could rely, and the electors of the ward in this city which Cartier himself represents, notified him that unless the contract for the Pacific Railroad was given in the interests of Lower Canada he need not present himself for re-election. He did not believe this, but when he came here and met his constituents he found to his surprise that their determination was unchangeable.

He then agreed to give the contract as required in this way, that there would be 17 Provisional Directors, of which Ontario would have 8 and we 9—thereby giving us the control. We at once proceeded to organize the Company (our Section), and they named me the President, D. McInnes of Hamilton, Vice-President; E. L. de Bellefeuille, Secretary; and the Honourable J. J. C. Abbott, Legal Adviser.

We have advertised that the books for subscription of stock will be opened 15th July at the different places named in the Act, and we have notified the Government that we are willing to take the contract for building the Canadian Pacific Railroad on the terms and conditions prescribed in the Act. The next thing to be done is to subscribe the stock,