

FRIDAY, April 18, 1873.

The SPEAKER took the chair at three o'clock.

THE CANADA PACIFIC RAILWAY RESOLUTIONS.

After routine proceedings,

Hon. Mr. CAMPBELL resumed the debate on Hon. Mr. Macpherson's Pacific Railway resolutions. He said—In rising to reply to the speech of my hon. friend the Senator from Toronto, made last evening, I do not propose to occupy the House for any considerable time. The remarks that hon. gentleman made in proposing the motion, extended to a very considerable length, and were necessarily, I do not say it in a spirit of adverse criticism, somewhat discursive in their character. I felt, at the time and afterwards, that it was somewhat difficult to group his arguments together so as to answer them tersely, and not too much to occupy the time of the House in so doing. I shall endeavor, so far as possible, not to prolong unnecessarily the answer which I deem it my duty to give to the criticisms which have been made by the hon. gentleman on the course pursued by the Government with regard to the Canadian Pacific Railway. My hon. friend's position in the House and country eminently demands these explanations at my hands, no less than the position he occupies in reference to the Government, and which we are very anxious he shall always continue to occupy. (Hear, hear.) In discussing the resolutions, he certainly laid many sins at the door of the Government, as to the course which they pursued with regard to this railway. I hope he and the House will bear in mind it is much more easy to criticize after the fact than to make up one's mind beforehand as to what is best to be done. I do not doubt that any one could now sit down and find fault with a great deal of force in many points, as to the course pursued by the Government, or of a great company, or any individual with reference to any large transaction. The iniquities, as laid to our door in ten or eleven resolutions which have been on the paper for a long time, relate to the original inception of this matter, the manner in which we overlooked the claims of the Interoceanic Company, with which he was connected, the way in which we formed a new company, the charter given to it, the character of that charter, the various provisions with regard to the raising of money, the land grant upon which the money was to be borrowed in England, and several other points upon which he has enlarged. These are weighty

sins set forth in this indictment at great length, longer than the decalogue; they are set forth in eleven counts instead of ten. We have been guilty of the breach of the ten commandments, and of the eleventh of which we sometimes read in United States productions, in addition. (Laughter.) But I apprehend that, after all, if we all knew the truth, the greatest sin has not been mentioned yet, and it is that we did not give the contract to the Interoceanic Company. (Renewed laughter.) If we had taken that course—if we had been fortunate enough to have received the assistance of my hon. friend from Toronto—and we should have considered ourselves very fortunate, for we recognize his high position and his great influence in Ontario and elsewhere, for he is a man of wealth and high social standing, we should not have heard of these resolutions in all their pretentious length. I do not desire to criticise unfavorably, but we should have escaped the exceedingly long speech of my hon. friend in support of them also, as well as the suggestion that this House should by resolution depart from the policy laid down in a previous Parliament, by the Commons in 1871, and during the session of 1872 by the act of both Houses with the assent of the Crown. That policy was that this road should not be built by the government, but by private enterprise aided by a liberal grant of money and land. There was no member of the House more urgent in impressing the necessity of this course on the government, and in endeavouring to make sure that the work should not be conducted by the government; that there should not be, as it was called, a repetition of the Intercolonial Railway matter, but that the enterprise should be conducted by private hands. No persons were more urgent in insisting upon this policy than the Opposition, with whom my hon. friend is now taking sweet though unaccustomed counsel (laughter.) Now, I do not apprehend that the House is anxious to go into a long detail of the various objections which may by ingenuity be raised against every particular feature, or a great many features of the Pacific Railway charter. I imagine the House will be disposed to look on it as a whole, to see if there has been any departure from the principle settled in Parliament in the terms in which it was granted. I conceive there has been no departure in any essential. Now, if we had had the advantage of the honorable gentleman's assistance we should have this charter precisely as it is, almost word for word. Had he yielded to the suggestions made to him by the Gov-