

Majesty in 1867. In that year he was offered a seat in the Canadian Cabinet, but declined to accept; and the next year declined the chairmanship of the Intercolonial railway board.

He was sworn of the Privy Council of the Dominion Government in June, 1870, and was president of that body, from that date until July 1, 1872, when he was transferred to the Inland Revenue Department, where he remained until the 22nd of February, 1873, when he took the portfolio of Minister of Customs. The latter office he resigned with Sir John A. Macdonald and the ministry generally, on the 5th of November, 1873, when the Conservative party went out of power. On its return again to power in the Autumn of 1878, Sir John once more became Premier, and Sir Charles Tupper was appointed Minister of Public Works, and under an Act introduced by him, and passed, dividing that department, became Minister of Railways, a position which he is filling with the highest credit to himself and the country.

Since Sir Charles Tupper has been a member of the Dominion Parliament, he has made a great number of speeches, all of them showing marked ability and thorough familiarity with the Canadian resources, and wants of Canada. Among the ablest speeches, perhaps, we might mention his great speech, made in defence of the Canadian Confederation, delivered in the House of Commons of Canada, on the first day of its opening in 1867; his two speeches on the Canada Pacific railway, made on the 21st of April, 1877, and the 10th and 12th of May, 1879, and his last speech on the finances of Canada, delivered on the 9th of March, 1880. Any one of these speeches will show his broad grasp of mind, and his powers as a debater, as well as his thorough knowledge of every matter on which he speaks. His second railway speech was concluded with the following splendid panegyric on the Dominion of Canada:

"Mr. Tupper said that 10,000 of the best men in Canada were at this moment pouring into the North-West to create a great fertile and prosperous country, and a demand would shortly be felt here for every class of labor that could be brought into this country. He had stated that the Government had proposed no additional obligation, that in those resolutions were propounded the means by which those obligations now before us could be met. There was no Canadian with a spark of patriotism within his heart who could look without pride at this great Canada of ours, or who could dwell without enthusiasm, upon the fact that here in Canada, washed by the two great oceans, was a country below the arctic circle as great as Europe, if they took the small countries of Spain and Italy out of it. We not only had this magnificent country, but we had it endowed by nature with all those natural features which were necessary to make a country great and prosperous. We had within our country over 200,000,000 acres of the most fertile land in the world, inhabited by a people who, though only numbering 4,000,000 now, were as industrious, as intelligent and as enterprising a population as could be found on the face of the globe. Under these circumstances, what Canadian statesman was there, with the responsibility of developing this magnificent country thrown upon his hands, who would not be a traitor to the best interests of his country if he did not put forward every effort to construct a great national highway that was to be a bond of union from one end of this magnificent country to the other? They ought not to appeal in vain to the honorable gentlemen opposite. Instead of raising an old exploded cry, instead of exciting a single feeling that was calculated to damage their efforts, it was their duty, it was the duty of every patriotic Canadian, to unite on this grand question; and, differ as they might upon questions of personal or party politics, on this great question of a great national highway for Canada, to which all parties in this country had been committed in the most solemn manner, they should all unite in one steady patriotic effort to bring to consummation a scheme on which the undoubted prosperity and rapid progress of the country depended."