

check any other Parliament; we cannot check Ontario, we cannot check Manitoba—shall for the first ten years after the construction of the road, give their own road into which they are putting so much money and so much land, a fair chance of existence. The very fact, Sir, that these gentlemen are willing to strike that bargain, and the very fact that they are willing to have their road built so, shows that they do not mean to run the line east of Red River. They can well afford, Mr. Speaker, to allow railways to run into the prairie line. Any railway as a local colonization line, as a line to supply the wants of the country lying along the line from east to west, the local traffic, and the trade which the road will obtain from Jasper House to Red River, will be amply sufficient to keep it up, and therefore, these gentlemen can well afford to say: "We do not want any such exemptions." But, Mr. Speaker, if they are going to build the road to the north of Lake Superior—if they meant to do it—and run it for ten years they should not allow that road to lie useless, actually useless in their hands, because its traffic would be all robbed and depleted long before their trade or a pound of trade could cross the Red River to run through Canadian territory. Sir, this is one of the many evidences of the innumerable evidences, patent on the face of the second contract, showing that it is not a *bona fide* contract, and it is not a *bona fide* and honest offer to build the road through Canadian territory; but that it is an offer to build a road which is to carry out the declared policy of hon. gentlemen sitting on the opposite side of the House. It is intended for that purpose, and that purpose only. The next clause, Mr. Speaker, is the sixteenth—

An Hon. MEMBER. Six o'clock.

Sir JOHN A. MACDONALD. I do not think it will do to divide my remarks, and commence again to-morrow. I shall have an opportunity of speaking again I have no doubt. I may say, however, Sir, that my hon. friend opposite stimulated indignation very well,—as he always does—when I moved that the Orders of the Day give way to the discussion of this subject. He appealed to the House and to the country to witness the wickedness of our course. It was well done, Sir, but it was rather significant, because the hon. gentleman had given us fair notice when we were in Committee, that he intended to speak at full length on the subject when you were in the chair. We did not desire to do anything, but to give every latitude for discussion. God knows we have given every latitude for discussion. But

we wanted to get on. I knew perfectly well that when you were in the chair the discussion would be renewed, and all we wanted was not to be losing time. We were never such fools as to suppose that the second offer would not come before the House. Any hon. member could bring it up. The parties themselves could present petitions setting forth that they had made the offer. We wanted to go on with the discussion. I appeal to the members of this House as men who are patriots, as men who have the destinies of their country in their hands, not to be hoodwinked, not to be fooled, not to be led away by a disingenuous and discreditable trick. I know we can appeal to our countrymen; I know we can appeal to the patriotism of the people of Canada. We can tell them that we want a line that will connect Halifax with the Pacific Ocean. We can tell them, even from the mouth of our enemies, that out of our lands we can pay off every single farthing, every cent taken out of the pockets of the people, twenty-fold, and we will have a great Pacific Railway. This is what we will have. Let me draw a contrast! You are asked to have a railway running from the United States and to the United States. You are asked to have a line by which the trade from the east will run into the States, and by which the legitimate profits of the Lake Superior road will be destroyed. You are asked to have a line by which the trade from the West will run into the States. Mr. Speaker, the whole thing is an attempt to destroy the Pacific Railway. I can trust to the intelligence of this House, and the patriotism of this country, I can trust not only to the patriotism but to the common sense of this country to carry out an arrangement which will give us all we want, which will satisfy all the loyal legitimate aspirations which will give us a great, an united, a rich, an improving, a developing Canada, instead of making us tributary to American laws, to American railways, to American bondage, to American tolls, to American freights, to all the little tricks and big tricks that American railways are addicted to for the purpose of destroying our trade. Look on this picture and then on that and I know which choice will be made by the people of Canada. And, Sir, I believe before the general elections in 1883, hon. gentlemen opposite will try to make the people forget, will try to make the people disremember, to use a western phrase, this publican plot, and will eat their own words before the people as they are trying to do now with regard to the National Policy—and in doing so they will lose the respect of the people of Canada.