

(*Cheers.*) He did not show me the correspondence but he flourished certain receipts and drafts which Sir Hugh had drawn at New York. There was nothing, however, in that because he had told us he had gone into that association, and we knew that he had communication with the Americans, and there was nothing extraordinary in my seeing that these gentlemen had subscribed a certain sum of money for preliminary expenses, and I have never known a Company, railway of otherwise, without preliminary expenses being provided for by the promoters. I told Mr. McMullen, therefore, that it was his matter, and that he must go and see Sir Hugh.

I heard no more about the matter until late in January or February, after we had formed the Company, after a correspondence with every Province of the Dominion, after having tried to excite and having successfully excited the capitalists of the different Provinces to subscribe, after we had got everything prepared, after I had drafted the charter and the great seal only required to be affixed, and just when the charter was about to be launched, and the Company to build the road was about to be made a certainty, then Mr. C.M. Smith, Mr. Hurlbut and Mr. McMullen walked into my office.

I do not say that Mr. Smith or Mr. Hurlbut came to levy blackmail. I do not think they did, for they looked respectable gentlemen, and spoke and behaved as such. They told me Sir Hugh Allan had behaved very badly, and they read a good deal of the correspondence which had been published, and I told them then, "Gentlemen if your statement is true, Sir Hugh Allan has behaved badly towards you, but the matter is your own, and Sir Hugh is no doubt able to meet you." They spoke of the seizing of his ships and bringing actions against him both in the United States and Canada, when I repeated to them that they had their proper remedy, and added that Sir Hugh had not the slightest power to give them the contract. (*Cheers.*) I told them that he ought to have broken off his connection with them long ago, and that if he had kept them in the dark they must take their own remedy against him.

We were then asked how could we admit Sir Hugh into the contract. Mr. Speaker, we had already admitted him. The contract was made. Every Province had been given its Directors. The charter had been drawn, and only waited the signature of the Governor General; and more than all this, the correspondence, whatever may be said of the conduct of Sir Hugh Allan towards the Americans, proved the existence of hostility between them, and showed that if Sir Hugh were one of the Company who received the contract, we should keep the Americans out altogether.

I had to get that contract let. I had to get a sufficient number of the capitalists of Canada who would take up this subject, and Sir Hugh Allan was the first. He is our greatest capitalist. He was the first man who went into it, and these gentlemen, Mr. McMullen and the rest, proved to me that Sir Hugh Allan had cut the cord of connection, had nothing to do with the Americans, or with Jay Cooke & Co., and that they were resolved to follow him to the death as they had done. (*Hear, hear.*) This, then is the narrative, so far, of our connection with the Pacific Railway.

My evidence states that shortly before the elections I went to Toronto, and Sir George-É. Cartier went to Montreal. I do not wish hon. gentlemen to suppose for one single instant that I would desire to shelter myself or my living colleagues by throwing the blame on my dead colleague. (*Cheers.*) Whatever Sir George-É. Cartier has done I will assume the responsibility of. (*Hear, hear.*) Whatever Sir George-É. Cartier has done I must accept as being the honest expression of an individual Minister; but, sir, I do not admit, and I will not admit, and it is not safe for hon. gentlemen opposite to admit, that any one Minister can bind a Ministry. (*Cheers.*)

I went to Toronto in order to descend to the stern contest that was forced upon me by the course taken by hon. gentlemen opposite, to meet the arguments that were going to be used against me, the sectional questions that were raised against me, the numerous charges which were made against me, and which I had always found operating against me. When I went to Ontario for that purpose, and to meet these charges, it was not for the first time. As long as I have been in Parliament I have been charged by hon. gentlemen opposite with selling Upper Canada, with sacrificing the best interest of Upper Canada, with selling myself to French domination and Catholic influences and Lower Canadian interests.

I had refuted these charges repeatedly, and had convinced the majority in Upper Canada that I held then as I do now the principle of union between Upper and Lower Canada, and that the only way by which that union could be firmly established was by ignoring sectional questions and religious differences. (*Cheers.*) These cries are still raised. You will hear them before many days in this House, and you will hear them throughout the country whenever it pleases hon. gentlemen opposite to raise them; but as my past history has shown, so my future history will prove that whatever party political exigency may be, I have never, and shall never give up the great principle of keeping intact the union of Upper and Lower Canada by a give and take principle, by a reciprocity of feeling and by surrendering our own religious and political prejudices for the sake of Union.

I went to the West to do what I could during the elections, in fighting the battle of the party and the Government. I had simply said to Sir George-É. Cartier that I should have a very hard fight in Upper Canada, as I had the Government of Ontario against me, and I wished him to help me as far as he could. I went to Toronto, and I tried all I could before the elections took place to procure an amalgamation of the two Companies.

It was of vital importance, in a Party point of view, laying aside the patriotic view, to have a Company to build the road, composed of the Montrealers and the Toronto men, so that I could have gone to the country and said, "Here is a great enterprise. We have formed a great Company. We are carrying out a great scheme. We are forming a great country." I spared no pains to procure an amalgamation; Senator Macpherson, and any one in Toronto connected with the enterprise, will tell you how hard, how earnestly, in season and out of season, I worked to procure that amalgamation. I failed. I thought I had succeeded two or three