# SUPPLEMENT TO THE RICHMOND HILL HERALD.

## The Railway Contract.

The Government Bargain Unfolded.

A PROFITABLE ARRANGEMENT FOR THE

\$26 000,000 CHEAPER THAN THE MACKENZIE SCHEME.

The Past History of the En-

Sir CHAS. TUPPER moved the House into committee of supply upon the railway reso-

Hon. Mr. BLAKE thought the Ministerial statement should be made before the House the construction of this work. Well, sir, and not in committee. under the authority of this House, in 1872, and not in committee.
Sir Chas. Tupper said that if there was

room for fuller discussion, it would be had when in committee.

The House then resolved itself into compurpose of submitting a motion to this House in relation to the most important House in relation to the most important question that has ever engaged the attention of this Parliament, a motion which submits for the approval of this House the means by which the great national work—the Canada Pacific Railway—shall be completed and operated hereafter in a way that has more than once obtained the approval of this House, and the sanction of the people of this genuity, and upon terms more favorable than country, and upon terms more favorable than any that have ever previously been offered to the House. I shall be obliged, Mr. Chairman, to ask the indulgence of the House while at some length I place before it the grounds upon which I affirm that this resolution embodies the policy of the Parliament of Canada, as expressed on more than one occasion, and that these resolutions present terms for the consideration of this Parliament for the completion of this work, more favorable than any previously sub-mitted; and, str, I have the less hesi-tation in asking the indulgence of the House, because I ask it mainly for the purpose of repeating to the House statements made by gentlemen of much greater ability

nion that the resolutions, grave and impor-tant as they are, would receive the unani-mous consent of this Parliament. Hon. Mr. Blake—Hear, hear.
Sir Charles Tupper—I would, I say, have been warranted in arriving at that conclusion but for the very significent indications hon, gentlemen on both sides of the House and again, as public men, committed them-

than myself, and occupying positions in this House and country second to no other. But

#### THE EARLY POLICY OF THE GOVERNMENS I need not remind the House that when

my Right Hon. friend the leader of the Government occupied in 1871 the same position which he now occupies, the policy of constructing a great line of Canadian Pacific railway, that would connect the two great oceans, which form the eastern and western boundaries of the Dominion of Canada, received the approval of this House; not only did the policy of accomplishing that great work receive the endorsation of a large mafority in the Parliament of this country, but in specific terms the means by which that work should be accomplished were embodied work should be accomplished were embodied in the form of a resolution, and submitted for the consideration of Parliament. It was moved by the late lamented Sir George Cartier, "That the railway referred to in the address to Her Majesty concerning the union of Patish Columbia with Canada, adopted by this House on Saturday, the lat of April inst, should be constructed and worked by private enterprise and not by the Dominion Government, and that the public aid to be given to secure that undertaking should consist of ecure that undertaking should consist of such liberal grants of land and such subsidy money or other aid not undaly pressing on the industry and resources of the Domin-lua, as the Parliament of Canada shall here-after determine." Hop. Mr. Blake That was the resolution aret brought down.

volve an increase in the existing rate of ignal motion as carried. The hon gentleman will agree with me that it embodies the mode in which the road should be constructed. Now, sir, although hon. gentlemen in ed. Now, sir, although mon. gentlemen in the House, although the two great parties represented in this House may entertain differences of opinion as to the construction of the railway, and the means that may be adequate to its accomplishment, the House was unanimous in that, because hop gentlemen then representing the cause hon. gentlemen then representing the Opposition in this House supported a reso- went to his constituents—he appealed to all on introduced as an amendment to ours by Chief Justice Dorion, declaring that the road should be constructed in no other way, add- it is possible for a First Minister to state his ing to the resolution the words "and not otherwise," the object of which was to make it impossible for any Government to secure the construction of the road in any other mode than through the agency of a private festo. The hon, gentleman said "we must meet the difficulty imposed on Canada by Company aided by a grant of lands and money.

And white the resolution moved by Sir George
Cartier, declaring that the work should be constructed in that way, received the support way, under which they pledged the hand and

every gentleman on the other side of the House; therefore I think I may say the policy of Parliament, not the policy of any one party, was distincly affirmed in the resolutions placed upon the journal in 1871. Well, sir, in 1872 it became necessary to state in distinct terms what aid the Government proposed under the authority of that resolution to offer for the construction of the rail-way. The journals of 1872 will show that Great Speech of Sir Charles

Way. The Journals of 1872 will show that
Parliament, by a deliberate vote and by a
very large majority, placed at the service of
the Government \$30,000,000 in money and
50,000,000 acres of land for the construction of the main line, and an additional amount of 20,000 acres of land per mile for the Pem-Complete Vindication

his Policy.

bit 20,000 acres of land per mile of the Nepigon branch of that line. Sir, I may remind the House that it was expected, as may possibly prove to be the case yet, that the line of the Canada Pacific Railway from Nipissing westward would run to the north of Lake Nepigon, and provision was therefore made for a branch by a vote of 25,000 acres of land per mile for 120 miles, to secure connection between Lake Superior and the main line. Now, sir, these terms became the subject of very considerable discussion in this House and out of it, and the Government having been sustained by a majority placing at their disposal that amount of money and that amount of land to secure the construction of the Canada Pacific Railway, and the term of Parliament having expired, Parliament was dissolved and the country appealed to, and, sir, after that question was placed before the country a very ITS PROMISES POR THE FUTURE sufficient working majority was returned to support the Government, and confirm the policy which the House had adopted, both as to the mode in which the work was to be constructed, and as to the public money and public lands which the Government were authorized to use for the purpose of securing and under the authority of the people of this country, confirming what the House had done, the Government entered into a contract with a num-The House then resolved less in the chair.

Sir Chas. Tupper — Mr. Chairman,—It affords me very much pleasure to rise for the purpose of submitting a motion to this constructing the Canada Pacific Railway on that I have now mentioned to the

That gentleman, with some of his

associates. (I need not at this period remind the House that that Company embraced a number of the most able, leading and influential men in this country financially and commercially) proceeded to England, at that time, at all events, the great money market of the world; I might almost say that it was then the only money market in the world. They proceeded to England and exhausted every means in their power to obtain the support of the financial men, in such way as to enable them to carry at contract to completion. If my recollection does not fail me, the hon eader of the late Government on more than one occasion expressed the hope that it would be successful. He always expressed his strong conviction that the means were in view, but I think that on more than one occasion he expressed his patriotic hope that these gentlemen would succeed in obtaining House and country second to no other. But for what took place here yesterday I would have felt warranted in expressing the opinion that the resolutions, grave and important as they are, would receive the unanimated surrender the charter under which they are desired and surrender the charter under which they are desired and surrender the charter under which they are desired and surrender the charter under which they received authority to endeavor to obtain money for the construction of the great work. Well, sir, a very unpleasant result followed, and the then Government of this country met with a like deteat. The means that were made from the other side of the placed at their disposal to secure the con-House, because these resolutions only ask struction of the great work which these gentlemen had in hand having proved inadeto affirm a position to which they have again quate, the Government also succumbed to the pressure from the hon gentlemen opposite. It is not a pleasant topic, and I will not dwell any longer upon it than is absolutely ecessary to introduce the Administration which followed us, ably led by the hon.
member for Lambton. Now, sir, I
have said on more than one occasion
that, in my judgment, inasmuch as the only authority which Parliament had given for the construction of the Canada Pacific Pailway requires it should be done by private company, aided by a grant of land and money, and inasmuch as in the resolution embodying that statement, as the hon leader of the Opposition has correctly reminded me, is embodied that it should not increase the existing rate of taxation, and, inasmuch as the Finance Minister of the Government at once announced to Parliament the fact that there was a great impending deficiency between the revenue and expenditure, and it therefore became apparent that no progress could be made except in contravention of both these propositions, I have said before, and I repeat now, that in my judgment the hon. leader of the then Government would have been warranted in stating that he was obliged to leave the question of the construction of the Can ada Pacific Railway in abeyance. The present hon. leader of the Opposition has differed with me on that point, as occasionally we are compelled to differ on matters which are submitted for the consideration of this House, and I am free to confess that, although I do not hold so strongly as the present leader of the Opposition opinions as to the duty which Sir Chas. Tupper—That the work how to state more strongly that the work how not inand the statements he made in and out of ttaxation. I was under the impression that this House as to his position regarding the fifthe resolution I had in my hand was the orway were eminently patriotic, to the great credit of that hon. gentleman.

## THE M'KENZIE POLICY.

went to his constituents-I will not say he Canada; he appealed to the people of this country in the most formal manner in which low me to draw attention to some very important statements contained in the maniernment with reference to the Pacific Rail-

"reckless arrangement" is confined and limited. This strong expression is limited by the hon. gentleman to the short time which we had allowed ourselves for the construction of the work, and not the work itself, The hon. gentleman further said: That contract has already been broken; over a million dollars has now been spent in surveys, and no particular line has yet been located; the bargain, as we always said, is incapable of literal fulfilment. We must make arrangements with British Columbia for such a relaxation of the terms as will give time for the completion of the surveys and subsequent prosecution of the work with such speed as the resources of the country would permit of, and without too largely increasing the burden of taxation upon

the people."

Hon. Mr. Mackenzie—Hear! hear! Sir CHAS. TUPPER-Hear, hear. The non-

gentleman went on to say that " they must, in the meantime obtain some means of communication across the continent, and it would be of magnificent water communication with lines of railway to the Rocky Mountains, thus avoiding for the present the construction of 1,300 miles of railway, costing from sixty to eighty millions of dollars, and rendering the resources of the country available for the prosecution of these links; they should endeavour to make these great works auxiliary to the promotion of immigration on an extensive scale, and to the settlement and development of these rich and fertile territories on which our hopes for the future of Canada are so largely fixed." Now, sir, I am sure that the House will excuse me for placing before them in the strong, and emphatic and eloquent terms of the leader of that Government, the opinion he entertained as to what was incumbent upon the Administration, and what was likely to be attained by pursuing that Then, sir, the hon. gentleman, in a speech at Sarnia, followed up the policy here toreshadowed still more strongly, still more emphatically, than he had done in his He said: "You are aware that during the discussion on the bill I objected to the provisions as to the building of the railway within ten years," (nearly three years of that time had been then exhausted,) "and to being bound by a contract to finish it within seven years and three months; it was essential for the settlement, for the purpose of opening up the districts, where we have great riches undeveloped." I presume that he was referring to the undoubtedly rich mineral districts of British Columbia. "Without that communicaion great development cannot take place. It will be the duty of the Administration, in the first place, to secure the oppor-tunity for communication from Lake Superior to the Bocky Mountains, and at the same time (and this speaks for itself), and thence to the Pacific Ocean and the western slope. If we wish to make these regions accessible—that is British Columbia and the Northwest territory—wa must effect this communication." I do not think it requires any argument to show that the hon gentleman proposed to construct a road in British Columbia and one on the prairie on this side, and that there would be no difficulty in the construction of the com-naunicating sections. He says: "It will be necessary to complete our great natural highway across the continent, and I think it will be the duty, as it will be the desire of the Government to develop any plan by which these results can be accomplished." Now, sir, there are other means of obtaining the policy of an Administration besides the expression of the leading members of that Administration, and one is the authentic declaration of the organ of that Administration. If may hone triend the leader of the Opposition will not permit me works in such a way as they should think will meet with the acceptation of the countries. to construe the language of the then leade of the Government, perhaps he will not object if I show him what construction the organ of the Government placed upon the words of their leader. I read in an editorial in the Toronto Globe newspaper that it had been asserted "that Mr. Mackenzie's cabinet have abandoned the Canadian Pacific Railway. Nothing can be further from the truth. Mr. Mackenzie's speech at Sarnia intimated distinctly what was the course which he proposed to pursue, and subsequent statements have all explained and developed the ideas then suggested. There is no question as to whether the Pacific Railway will be built or not. That question has been settled irrevocably in the affirmative, and there is no statesman in Canada who would commit himself to any nega tive on such a point. On this all are agreed. Canvass the Dominion over and two things will be proved as settled points. One is that the railway must be built at as early a period as possible, and that everything that can reasonably help that railread to a completion must be done and given. These two points are emphatically endorsed by the removed from the region of controversy." Now, sir, I have shown not only that the House affirmed that we should have a Pacific Railway, but I have shown that the Government that succeeded that of my Right Hon. friend committed themselves in the fullest and most omplete manner not only to the construction of that great work, but to its construction as rapidly as it was possible within the means of the country. The hon, gentleman himself, on the floor of this House, stated Let me say, so far as the work is concerned, that I have always been an advocate of the construction of a railway across this conti-nent, but I have never believed that it was within our means to carry it out in anything like the period of time to which the hon. gentleman bound Parliament and the counry. Now, I think that the work ought to be prosecuted in the most vigorous form, but time is an important element." I have given the House some of the extra-parliamentary utterances of the hon. gentleman, and I propose now to invite its attention to some still more formal and distinct statemens of policy in regard to the important question, state-ments made in the capacity of Prime Minis-ter of the country and on the floor of Parlia-

## THE OBLIGATIONS OF THE COUNTRY.

In 1874, the hon. gentleman introduced a bill for the purpose of providing for the construction of the Canadian Pacific Railway, and in the course of a very able and exhaustive speech, he placed very fully on record the opinions which he held, and which embodied the opinions of the Government at that time. He stated, as will be seen by re-ference to Hansard of May the 12th, 1874. that "the duty was imposed upon Parliament of providing a great scheme of carrying out way, under which they pledged the hand and of providing a great scheme of carrying out resources of the country to the commencement of that gigantic work in July, 1873 and to its completion by July, 1881. The part way, received, I believe, the surport of the surport of the surport of the surport of the country were pledged to the conceptant of the surport of the s

the time that was proposed, and impracticable also within the means proposed to be used to accomplish it." I wish to invite the attention of the House to the formal de- per cent. interest for twenty-five years upon claration made on the floor of Parliament by Prime Minister, that the means that Parliament had placed at the discosal. of the Government of their credecessors, \$30,000,000 in money and 50,000,000 acres of land, were utterly ed in 1872, and embodied in the contract made inadequate to secure the construction with the Allan company in 1873, were utterly of the work.
Continues:—"I have not changed that opigood faith of the country, and that its honor nion, but being placed here in the Government I am bound to endeavour, to the utmost of my ability, to devise such means as may seem within our reach to accomplish, in spirit if not in letter, the obligations imposed upon us by the treaty of union, for it was a treaty of union with British Columbia." I am sure that British Columbia will be very glad to be again reminded that the leader of the Opposition maintained that this was an absolute treaty of union with British Columbia. Then he continues:— We had to undertake to vindicate the good faith of the country and do something which would enable this Parliament to carry out, in spirit, if not in letter, the serious undertaking of building this railway as far as the shores of British Columbia. The legal terms are exact. We are bound, within a specified time, to construct a road to con-nect with the railway system of Ontario on the east, to the Pacific coast on the west. There are moral obligations as well as legal obligations. We thought in the first place, after having had time to consider what should be done, that the best course to pursue in the meantime would be to confer with the local Government of British Columbia, and to endeavor to ascertain from them if any means could be arranged whereby an extension of time could be procured for the prosecution of the work which we were bound to undertake. With that view a gentleman was sent as representative of this Government to that province, and in the course of his negotiations with the local Government it became apparent, as it had been apparent in this House from the re-marks of several members from the Island of Vancouver, that it was an exceedingly important matter in their estimation that the road should be commenced at once at Esqui-mault and traverse the Island to that point where the crossing of the Narrows was ulti-mately to be. I for one was quite willing, if the local Government were disposed to make ome terms for the extension of time, to undertake the construction of the Island porion as rapidly as possible, but if it became apparent that the local authorities were deermined to adhere rigidly to the terms of mion and demand the whole terms and nothing less, this House and Domin-on of Canada, I was and am strongly of Canada, I was and am strongly of opinion, would on their part con-ede to them the terms and nothing more. Proceeding upon the belief that this was a fair representation of the opinions of the country which had to pay for the construction of this enormous work, we instructed Mr. Edgar, who was appointed to represent the Government in the matter, to say that the Government would be prepared to undertake immediately the commencement of the work upon the Island, traversing it northward in the direction of the point of crossing, prosecute the surveys on the main-land, construct a passable road along the ridge, erect a telegraph line along the road, and as soon as the work could be placed under contract, we would expend a million and a half a year within the province. I do time it is absolutely necessary that the Government should have authority to proceed with the commencement of the of the coun try generally and the reasonable people in British Columbia." Now, I need not remind the House that this question was made the subject of reference by British Columbia to von submitted for the consideration of this Government his view of what should be done. That was that not less than \$2,000. 000 in addition to the railway on Van-couver Island—the telegraph line, the waggon road and all these other considerations-should be extended annually by the Government within the Province of British Columbia. When the hon. gentleman submitted as resolution in 1874, as I am now submitting my resolutions, he said:—"We propose in these resolutions to ask the House to agree to these general propositions. In the first place we have to ask the house for complete power to proceed with the construction of the road under the terms of the union with British Columbia, because we cannot throw off that obligation except with the consent of the bound to make all the provisions that the House can enable us to make to endeavor to carry out in the spirit, and as far as we can e letter, the obligation imposed on us by law. The British Columbia section will, of course, have to be proceeded with as fast as we can do it, for it is essential to keep faith with the spirit and as far as possible with the letter of the agreement. I attribute a very great deal of importance in-deed to being able to throw in settlers to all parts of the country and fill it with population, which is the only thing which can give ultimately commercial value to the road or prosperity to the country. It will be observed, sir, that in the resolutions, as I have mentioned, the Government provide for the submission of these contracts to Parliament; they provide also that in case we receive no proposals for the building of what are called the sections in the bill, that is of the four great divisions, the Government takes power to issue proposals to build the road by direct Government agency." The hon. gentleman said that the Canadian Pacific was only to be built by direct government agency in the event of there being no proposals, and of there being a failure in carrying out the policy of Parliament that it should be done by private enterprise, aided by a grant of money and lands. In 1875 the hon, gentleman having had an opportunity

## THE LIBERAL GOVERNMENT TERMS.

any other way.

Having obtained power from the House to give not only \$10,000 of money per mile for every mile between Lake Nipis-

my mind, then seemed impracticable within to Pembina, and 20,000 acres per mile of land, liament for the prosecution of his scheme. completed, to the Railway Office in and \$10,000 per mile and 20,000 acres per mile for the Georgian Bay branch of 120 miles long, and also to give the further sum of 4 In 1876, after longer experience, after having found that the financial difficulties of the country had certainly not decreased, the hon. such sum as might be found necessary, in order to secure the construction of the work. gentleman was still undismayed, for in 1876, a Prime Minister submitting the policy of his Government to the country, after full late Government, stated frankly to the House at the outset that the terms previously providand deliberate consideration, he enunciated good faith of the country, and that its honor and interests demanded, that the railway should be proceeded with. He asked and obtained from Parliament a large addition to the means that had been previously passed by Parliament for the construction of the work. In 1875, after having a year's experience, he came to the House and said :—" We only let the grading upon this line (Pembina branch), because we thought it advisable, while proceeding thus far, not to proceed any farther until we could get a general contract let for the entire line, where we propose to build it now, which would cover all the more expensive parts of construction. For the same reason we are only letting the grading and bridging from Fort William to Sheban-dowan, and the same from Rat Portage to Red River." Again it will be seen that the hon. gentleman puts forward as his policy and the policy of the Parliament of 1874, as it had been the policy of the Parliament of 1871 and 1872, that the work should be prosecuted by the agency of a private company, aided by a grant of money and land. As I have already stated, the subject was

made a matter, in 1875, of REFERENCE TO LORD CARNARVON, and he proposed that \$2,000,000, and not \$1,500,000, should be the minimum expenditure on railway work within the Province from the date at which the surveys are sufficiently complete to enable that amount to be expended on construction. In naming this amount His Lordship understood, in the language of the memorandum, "That, it being alike the interest and the wish of the Dominion Government to urge on with all speed the completion of the works now to be undertaken, the annual expenditure will be as much in excess of the minimum of \$2,000,000 as in any year may be found practicable; lastly, that on or before the 31st of December, 1890, the railway shall be completed and open for traffic from the Pacific seaboard to a point at the western end of Lake Superior, at which it will fall into connection with existing lines of railway through a portion of the United States, and also with the naviga-tion on Canadian waters." These terms, sir, t is true, included a considerable extension of the time within which the road was origin nally to have been completed, but they fixed a definite and distinct limit within which a large portion of the Pacific Railway should be constructed and put in operation. The hon. gentleman himself in referring to these terms used this language:— "We shall always endeavor to proceed with the work as fast as the circumstances of Sir Chas. Tupper—The hon. gentleman will not, I think, find any ground for making that statement. I think he will, perhaps, the country (circumstances yet to be developed) will enable us to do, so as to obtain as soon as pessible complete railway com-munication with the Pacific Province. How silow me to state that they would have been soon that time may come I cannot predict, but I have no reason to deubt that we shall be able to keep our obligation to British Co-lumbia as now amended without seriously (Laughter.) That is, that by 1890, the hon. gentleman hoped to complete the work, "without seriously interfering with the march

ment, but that of the honorable and learned gentleman who is leader of Her Majesty's onstitutional opposition at the present mo ment. THE PEOPLE'S APPROVAL OF CONSTRUCTION That hon, gentleman is reported in the Hansard of March 5, 1875, to have used these words :- "The general policy of the the country upon the subject of the Pacific Railway was spread before this country anterior to the late general election and prac tically and fairly stated." I have to read to the House the words in which the Premier of that day, as the hon. gentleman said practically and fairly," stated his policy nd I quite agree that it was so stated hon, member for South Durham continued: policy the hon, member for Cumberland has ndicated more or less of change, but the broad features of that policy were, as I have said, plainly stated to this country anterior to the late general election. The verdict of the country was taken upon it, and the result was a decided acceptance of it. It is not reversible by us. We have no mandate to reverse it. Upon the most enlarged considerverse it. Upon the most enlarged consideration of the rights of members of Parliament, I cannot conceive that we could have the right at all to listen to the appeal of the hon. member for Cumberland and to enter into a consideration whether that policy, upon which the country's opinion was asked and taken, and which opinion we were sent here to enforce, should be altogether reversed. I do not consider it would be wise for an instant to consider any such proposition. I do not believe that any other policy in its general effects than that which was so proposed and so accepted is at all feasible. Now, sir, I ventured to say at the outset of my remarks, that we had the means of showon both these great occasions, had distinctly declared the policy of constructing the Canada Pacific Railway, but that the people, ties to be overcome were not so serious as stated by the present leader of the Continent. I do not to that proposition, and had, as that hon, gentleman averred, put it without the power of this Parliament to change that the power of this Parliament to change that the policy. I must remind the House that the ing to the House not only that Parliament, of considering the proposals which were introduced in his bill, to which I shall invite policy. I must remind the House that the circumstances of the country were very difthe attention of the House more specifically at ferent in 1875 from the circumstances of the country at the time at which the previous a later period, obtained authority from this House to go on with the immediate construc-Government undertook the construction of the Canada Pacific Railway, but, not withstandtion of the railway by the direct agency of the Government, for he could not obtain it in ing that changed condition of circumstances notwithstanding that the hon. gentleman's Finance Minister was compelled to come to Parliament year after year and ask permis

sion to increase largely the taxation of the

country, in order to meet the ordinary ex-

that to which he pledged himself and pledged the honor and faith of his Government and

his party, so far as the leader of a great party

can pledge that party, to the accomplish-

ment of a great national undertaking. But, sir, I am glad to be able to give not only the

anthority of the leader of the late Govern-

THE SITUATION IN 1876

from the high and authoritative position of

the following views:—"We have felt from the first that while it was utterly impossible to implement to the letter the engagements entered into by our predecessors, the good faith of the country demanded that the Administration should do everything that was not the entire obligation, at least such parts of it as seemed to be within their power and most conducive to the welfare of the whole Dominion, as well as to satisfy all reasonable men in the Province of British Columbia, which Province has fancied itself entitled to complain of apparent want of good faith in carrying out these obligations. In endeavoring to accomplish this result, we have had serious difficulties to contend with, to which I will shortly allude. The Act of 1874 prescribes that the Government may build the road on contract in the ordinary way, or it may be built on the terms set forth in section 8, which provides that the Government may pay \$10,000 in money, and grant 20,000 acres of land per mile, with four per cent for 25 years upon any additional amount in the tenders, to a company to construct portions of the line. The intention of the Government was, as soon as the surveys were in a sufficiently advanced state, to in vite tenders for the construction of such por-tions of the work as in the judgment of Par-of the late Government, after years of close liament it might be considered desirable to go on with, and that in the meantime the given to the House and the country, that i money that has been spent in grading should be held to be a part of the \$10,000 a mile referred to in section 8. Whether the Governwere agreed not only in this House, but outbe held to be a part of the \$10,000 a mile re-ferred to in section 8. Whether the Government would be in a position the coming season to have contracts obtained and submitted to Parliament for the whole line at its next session, is perhaps problematical." So that the hon. gentleman in 1876 not only contemplated going on steadily with the pro-secution of the work or very important sections of the work, but he had it in contemplation to invite tenders for the construc-tion of the whole Canadian Pacific Railway on terms which, as I shall show more speci-fically hereafter, were largely in excess of any authority we ever obtained from Parliament and terms that, as I have said before, he him and terms that, as I have said before, he himself held, and I suppose, conscientiously held, to be utterly inadequate. The hon, gentleman went on to say: "If we are able to commence the work of construction this coming year in British Columbia, these rails will be required. It may be said to be impossible to commence the construction at the possible to commence the construction of the road in British Columbia without having rails on the spot." And in that I concur with the hon, gentleman.

Hon. Mr. MACKENZIE-The concurrence omes very late.

equally useful, if they had not lain quite so long in British Columbia. The hom. gentleman continued: "There are five housand tons in British Columbia, and if we erred in sending them there, we have simple erred in our carnest desire to show the pec ple of British Columbia that we are desirous ot keeping faith with them, that our speeches were not mere empty promises, and that we were resolved to place ourselves in a position they could not misunderstand." Well, sir, in 1877, after another year's experience, the hon. gentleman again stated the policy that still was the policy of his Administration in re-ference to this work. He said: "The late Administration in entering into the agreement for bringing British Columbia into the confederation, had an express obligation as to the building of the railway across the continent from Lake Nipissing on the east to the Pacific Ocean on the west, within a specified number of years. When the present Adminstration acceded to power they telt that this, like all treaty obligations was one which imposed upon them certain laties of administration and governmen which they had no right to neglect, and that they were bound to carry the scheme practically into effect to the extent that I ha n dicated. The whole effort of the Adminis-tration from that day to this has been directed to the accomplishment of this object in the way that would seem to most practical and most available, con sidering the difficulties to be encountered and the cost to be incurred. • • • The Railway Act of 1874 provides that 20,000 acres of land should be given absolutely a part consideration for the contract, and \$10, 0 per mile of actual cash, the land to b subject to certain regulations as to two-thirds of it which are provided for in the Act, and that tenderers should be invited to state the additional sum, if any, upon which a guarantee of 4 per cent should be given by the Dominion for 25 years afterwards.

I mentioned last year, in introducing this item to the Committee Supply, that we had then advertised, or proposed to advertise I forget which, in English and Canadian papers, that we hoped, about January, 1877 to be able to advertise for tender and to supply complete profiles of the line. • • I think, quite early in July, or earlier. I think it must have been in June At all events, we desired to send that adver isement to the public in order that it migh invite intending contractors to visit the country for themselves. I was personally satisfied that an examination of the prairicountries, if not the country east of the prai ries to Lake Superior, would show to intendng contractors, in the first place, that there much of that particular result. Some ministration during our term of office that we parties, I believe, have visited the country; did not do, or try to do, in order to acthe agents of some. English companies complish, or realise those expectations which have visited Ottawa; some have visited the agency of the Government in London, with a view to examine the plans and profiles, and the Bailway Act under which the consultations of British Columbia into the Confederacy, I say, at the same time, that we endeavoured, tracts will be let; but the season was an un. favorable one in consequence of the difficul- but we ventured, to a great extent, our own ties attending railway enterprise all through political existence as administratore; we the world, and can perhaps, be fairly conrisked our political position for the sake of

London. They have been on exhibition in the Railway Office here for many months, and the whole of the profiles from Lake Superior to the Western Ocean is, I presume either completed or very near it, at the present moment; that is, taking the two routes already completed through British Columbia. The Government proposed, as soon as these are entirely completed, to have advertisements issued, calling for offers giving ample time, so that tenders that are received may be received shortly before the opening of Parliament at its next session, in order that Parliament may have an opportunity of deciding upon whatever schen ministration should do everything that was reasonable and in their power to carry out the offers to be received." So that, down to the pledges made to British Columbia; if 1878 the House will see the hon. gentleman still remained true to the obligation of the rapid construction of the Canada Pacific Railway, and of its construction by the agency of a private company and grant of

BOTH PARTIES COMMITTED TO CONSTRUCTION. In 1878, the last occasion on which the hon. gentleman, with the authority of the Prime Minister, discussed the question; he said:— "There can be no question of this: that it was in itself a desirable object to obtain railway communication from one end of the Do-minion to the other, traversing the continent from east to west; so far as the desirability of obtaining such a connection may be concerned, there can be no real difference of opinion between any two parties in this country or amongst any class of our popula-tion." Se mat I am very glad, on this important occasion, in submitting resolutions of such magnitude for the consideration of given to the House and the country, that it side of it. In 1878 the hon gentleman also said:—"I have to say, in conclusion, that nothing has given myself and the Government more concern than the matters con-nected with the Pacific Railway have given. We are alive to this consideration: That it s of vast importance to the country that this read should be built as soon as the country is able to do it without imposing burden upon the present rate-payers, which would be intolerable." I quite agree with the hon. gentleman in that statement, and I am proud genternan in that statement, and I am proud to be able to stand here to-day and offer for the hon, gentleman's considerations, and I trust, after full consideration, his support, a proposition that will secure to this country the construction of that which he has declared to be not only a matter of honor, to which the country was bound, but a matter of the deepest necessity to the development of this country, upon terms that will not impose any intolerable burden on the rate-payers. Hon. Mr. MACKENZIS-I shall consider it ov-and-bye. Sir CHAS. TUPPER-The hon. gentleman

continued :- "On the other hand, it is tolerably evident that the wealth of the country will be much more rapidly increased if we are able to throw a large population, into those hitherto deserted plains which contain so much land fit for habitation, and which have been wholly unproductive in the commercial interests of our country." Again, I invite the hon. gentleman's attention to the obligation that rests upon him to support a plan by which what he designates "deserted plains" may become the abode of an industrious population, not only furnishing a comfortable living to themselves and their families, but increasing greatly the national wealth of Canada, and upon terms which come quite within those which he has approved as offering no obstacle to the progress of this work. hon, gentleman added: "And so with regar to this western and more gigantic work, a work which cannot be estimated unless we have given some thought to it, such is its magnitude; a road which is four times the length of the Grand Trunk from Montreal to Sarnia, which is five times the length of the road from Edinburgh to London, which traverses our whole territory. Nothing can possibly exceed the importance that is to be attached to the building of such a gigantic work, either country or its bearing upon our several rela-tions to each other in the united Provinces." It requires no comment of mine, sir, to cause to carry conviction to the mind of every hon gentleman present as to the obligation that rests upon all parties, both in this House and has indicated could be realized by the consaid before, was, the hon. gentleman thinks no doubt unfortunately for the country, the last occasion on which it became his duty to speak with the authority of the First Minister of Canada in relation to this great question. But, as the hon. gentleman stated, the question of construction, the question of the steady prosecution and completion of the Canadian Pacific Railway was not an issue hat went to the country at the last elections That had been submitted on two occasions by wo First Ministers, representing both the great parties of the country, and on both ocasions had received the affirmation of a very large majority of the people.

THE CHANGE OF ADMINISTRATION But, as is well known, a change of Adminisration took place in 1878, and the hon gentle man was again called upon to deal w question. He had that test of patriotism applied to him which is involved in considering a policy from the Opposition benches as well as from the Government benches, and I will read to the House the remarks which the hon. gentleman, as leader of the Opposinot merely to keep the national obligations sidered as one not very fortunate for issuing carrying out to completion, in the best way or proposing the prospectus of a huge enterposition, the course which hon gentleprise like this, in a comparatively unknown prise like this, in a comparatively unknown proposite had promised should country, or I might say a wholly unknown be taken." The hon. gentleman alcountry. The Government were notable, as so declared after his five years' term I stated, to have the profiles all ready in of office had ended, that nothing that had January. They were, however, despatched been in the power of the Ministry, of which in sections as seen at they could be was the head, to do, had been left undone