

...to a successful completion of the policy... which his predecessors had committed to the House and the country. He said: "Our proposal was this: We endeavored, in the first place, to obtain some modification of the terms. We despatched an agent to British Columbia, and Lord Carnarvon... offered his services, in order to arrive at some understanding with the Province; and we reached the understanding that we would endeavor to build a railway from Lake Superior to the Pacific Ocean by 1880; that we should expend a certain amount per annum in British Columbia, after the surveys were completed and finally adopted. The line never was surveyed sufficiently to enable us to reach that conclusion till last year, and, as soon as we had information sufficient to guide us, we adopted the Burrard Inlet route, and immediately advertised for tenders for the construction of that line. The hon. the Minister of Public Works, Mr. Tupper, departed from the former terms of the construction of this road. Now, what was this departure? We had precisely the same provision of land, and equivalent as to money; only, instead of \$30,000,000, we named \$10,000 a mile, which would have amounted to \$26,000,000, and... was to be controlled by the Government in respect of sales and management. We also then provided that, in asking for tenders, we should invite tenderers to say upon what additional amount they would require a guarantee of 4 per cent. for 25 years." The hon. gentleman also proceeded to say:— "While we let contracts for the Burrard Inlet and Selkirk, with a view to the road opened into that country, it was with the determination to adopt this method, and I explained this several times during my administration. We intended, when we had obtained full completion of the surveys, and finally adopted the route to the ocean, through British Columbia, to endeavor to place the entire work from Lake Superior westward under contract—the contractors assuming the expenditure already incurred, and allowing themselves to be charged with its part on the contracts for the entire line. The hon. gentleman opposite, and the whole country, are aware that we solicited tenders in England for some months upon this road, before hon. gentlemen opposite came into office; also that Mr. Sandford Fleming, the Chief Engineer, was instructed, while in London, to place himself in communication with contractors and financial men, and also to obtain the assistance of Sir John Rose, who, in any thing, had been seen to be active, energetic and patriotic agent of the Dominion, with a view to the carrying out of this scheme." I may mention incidentally that while I entirely approve of all these efforts, the hon. gentleman was, I think, never called upon to lay upon the table of the House any correspondence that took place between his Government and these capitalists and contractors, and which did not result in their obtaining a contract.

Hon. Mr. BLAKE—Did he ever refuse?
Sir CHARLES TUPPER—He never was asked anything so utterly at variance with the first principles of government as to bring down correspondence that could be attended with no possible benefit to the country, but be extremely embarrassing to the Government in its operations.

Hon. Mr. BLAKE—That is the true reason.
Sir CHARLES TUPPER—Do not hesitate to say that a more unfortunate precedent in my judgment could not be set than for a Government to ascertain how far they could be prepared to take up a great work and carry it to completion and then bring down the correspondence, which could only reflect on the character and standing of the gentlemen interested, and render gentlemen in future, in similar cases, cautious how far they would discuss negotiations with a Government which would later give publicity to those negotiations. The hon. gentleman further said:—"But I am informed that, notwithstanding all our efforts, we signally failed in obtaining one single offer (there was one imperfect offer made) for the construction of the railroad on those terms, which were, I understand, with a guarantee of 10 per cent. upon balance as might be represented as necessary. No terms could be more explicit; it would be difficult to mention terms more favorable, and yet the hon. gentleman seems to expect, by his speech, which was couched in general terms, with \$100,000,000 instead of the \$30,000,000, and a \$30,000,000 current money, is somehow or other to succeed in getting the road built. His own remarks showed to-day that it is utterly useless at present for him to expect British railway contractors, or great financial firms to engage in any railroad enterprise on this scale, with a guarantee of 10 per cent. upon balance, which he tells us is experienced in financial circles in Britain, and a great deal due to the unwise legislation in Canada and the Provinces with respect to railway lines, and to the fact that foreign capitalists have obtained little or no return for the money they have laid out in this country. I have no doubt, however, long ago that it will be exceedingly difficult for a population of 4,000,000, not to conduct financial transactions connected with the building of that railroad of 2,600 miles, across an unknown and almost untrodden continent, in many places extremely difficult. I frankly say now, after my experience in endeavoring to accomplish the construction of the road, that I fear we shall be incapable of accomplishing anything in that direction at present. I need not say to the House that in what he said and anticipated, the hon. gentleman, I suppose, was sincere. I suppose when he made this utterance it was made in a frankness. The House will really understand the gratification which he expected to spread over the hon. gentleman's countenance on learning that all that he lamented he had been unable to accomplish in the official position he occupied in the House, his successors were in a position to present for the consideration of the House. I frankly concede, and in doing so I only do justice to the sincerity, ability and energetic efforts of the hon. gentleman, that he did all that lay in his power during his term of administration to put this great work upon the foundation upon which Parliament on two separate occasions, and the people had affirmed it should be placed, namely, that the work should be done by private companies, aided by grants of land and money. But, sir, the hon. gentleman stated on another occasion that "it would have been very easy to commence to grade the road and so keep within the terms of the Union Act. But I assumed to practise any deception in the matter." I assume, throughout, that the hon. gentleman was sincere, and with perfect sincerity, that in all those statements made to the House as to his great desire to advance this great national work, he was giving candid utterance to his sincere opinion to the opinion that, whether sitting on one side of the House or the other, he would be prepared to give an equally warm and hearty support to the policy. But in 1878 there was a general election, the result being that my Right hon. friend was again charged with the important duty of administering the public affairs of this country, and again brought face to face with this great work. We found ourselves then called upon to deal with a work upon which a large amount of public money had been expended, and in a way that would prove utterly useless to the country unless measures were promptly

taken to carry at all events the work under construction to completion, and so supplement it as to make it effective for the objects for which it was designed.
A NEW PACT NOT POSSIBLE.
We therefore were not in a position to effect any change of policy, as hon. gentlemen opposite will see, but we came to Parliament to reaffirm the policy of utilizing the lands of the Northwest for the purpose of obtaining the construction of that great work. There was every reason in the world why we should adopt that policy in the first instance, and return to it afterwards. Every person knows that the development of this great territory was concerned in this gigantic undertaking, and that, irrespective of the question of the connection of British Columbia, the progress and prosperity of Canada were to be promoted by the construction of the Railway. We also felt that inasmuch as those lands were, as the leader of the late Government truly stated, desert lands, notwithstanding their fertility and enormous extent, and practically as useless as if in a foreign country, so far as Canada was concerned, unless they were developed, and as it was stated their development could only be accomplished by completing this great national work, we should come back to the House with our original policy. We were compelled to take it up as we found it, and go on with it as a Government work, and make the work upon which so much money had already been expended up to the country. We asked the House to place at our disposal 100,000,000 acres for the purpose of covering the expenditure in connection with the railway. We felt that by that means we should obtain the means of recouping to the Treasury the money expended on this work, and hon. gentlemen also know that we proposed to obtain the co-operation of the Imperial Government. The hon. leader of the Opposition occasionally indulges in a quiet sneer at the result of the efforts of this Government to interest the Imperial Government in this enterprise. Now, it is very well known that the money was developed, and the power of utilizing 100,000,000 acres in the Northwest, if they could so secure the construction of the Canadian Pacific Railway, my Right hon. friend the First Minister, the Minister of Finance and myself went to England in 1879. I do not intend to lay claim to any great success in this mission regarding the railway, but I think I may claim credit for a fair measure of success that attended our efforts, if not our joint efforts, in regard to the business of our respective departments. We found the press of England indifferent, if not hostile, to Canada. I suddenly, however, very strikingly a very marked change took place, when Earl Beaconsfield, the Prime Minister of that day, stated openly and in public, the enormous value of the great Northwest of Canada. I do not mean to say he was entirely accurate in all his statements, but at all events he was entirely accurate in the remarks that he made, and the imagination could hardly over-estimate the enormous value of the great Northwest, and the inviting character of the field it presented to the agriculturists of every part of the world. From that day to this every person knows the marked and instantaneous nature of the change that took place in the English public opinion, and in the amount of attention and interest concentrated in the Northwest. The people of this country owe to my Right hon. friend this great, beneficial change, brought about through his personal communication with the Prime Minister of England.

THE VIEW TO ENGLAND.
Hon. gentlemen know we were then obliged to confess we were not able to bring to completion any great scheme for the construction of the railway. I venture to say we thought we made some impression on the Imperial Government while in England. I think my hon. friend the leader of the Opposition, who has sneered at our statement that we had obtained the sympathy of the English Government in relation to the Canadian Pacific Railway, will find a strong corroboration of our assertion in the intelligence received to-day with regard to the action of that Government. The Colonial Office have done what they never did before: published authoritatively a document recommending the extension of the railway to the Pacific. (Cheers.) I do not know whether the hon. gentleman (Mr. Blake) has seen the news to-day or not, but I am quite sure that as a patriotic Canadian he will be glad to learn that the London Times announces the Imperial Government has promised to bring the Canadian Government, so that the hon. gentleman may feel he is not quite in a position to repeat, what I am, rather afraid was to him a gratifying intimation, that the present Canadian Government had entirely failed in their negotiations.

Hon. Mr. BLAKE—Allow me to remind my hon. friend that the present Imperial Government, Mr. Gladstone's and the Government with which he and his colleagues had interviews with the Beaconsfield Government.
Sir CHARLES TUPPER—My hon. friend will permit me to point out to him that this is strengthening my argument. From this very fact, that the Imperial Government, in consequence of this Government feeling anxious for the consequence of the change of Government in England, we were advised and were of the belief that the sentiments of the members of the new Ministry were of the most liberal character in relation to Canada. My hon. friend will also permit me to inform him that since the formation of the present Government to power the Right Hon. the Premier, my hon. friend the Minister of Agriculture and myself have been in personal communication with a number of members of the present Administration, and have impressed upon their minds the importance to the Empire, of the Government of Great Britain having the confidence of the Government of the great Canadian Northwest, so that I do not think my hon. friend has made a great deal by his suggestion. I frankly confess that in 1879 the time was not ripe for successfully floating the scheme in connection with the hundred million acres of land, but we sowed the seed, and we kept our eyes steadily directed to such means by which the condition of Canada might be greatly changed in relation to the work. My hon. friend the Minister of Agriculture has

A STROKE OF GENIUS,
and perhaps the most happy stroke of genius ever shown by any Minister was that which he exhibited when he adopted the policy of showing the confidence of the Government of Canada had in their own country, by stating that parties with means, desirous of emigrating to this country, might at any time, and independent of the Government, come here and examine this country, and that the Government of Canada would pay their expenses. It would be utterly impossible to estimate the advantage which has accrued to Canada by that single act. The whole sentiment of Great Britain in relation to this country has undergone a complete change, and when we went back to England at the conclusion of the last session of Parliament, we found that Canada occupied in the Mother Country an entirely different position from that which it occupied a year before.

Hon. Mr. MACKENZIE—On Hanlan's account.
Sir CHARLES TUPPER—Hanlan is an agency that I do not at all despise.
Sir JOHN MACDONALD—He rows to the boat as we

Hon. Mr. BLAKE—You go for me.
Sir CHARLES TUPPER—My Right hon. friend says he rows in the same boat as we. I may say I am satisfied of this: That all the interest that can excite in the sporting world, great Canada, great importance in England, I stated a moment ago, that in 1879 Parliament placed at our disposal 1,000,000 acres of land and I have already intimated that we were not able with that grant to arrange for any complete scheme for the rapid construction of the railway. In 1880 we again met the House, and we met it with the same policy we adopted the year before, which was to fulfill the obligations imposed upon us through the acts of our predecessors. Although we had not pronounced the policy of carrying on this work by the Government, we took up the work as we found it. We placed under contract the 127 miles of road which the leader of the late Government had announced it was his intention to build, which he had assured the people of British Columbia he intended to build, and which under the terms with Lord Carnarvon, we met Parliament with the statement that we were going on with this work, I think we scarcely need gentlemen, that we were operating from the amount of aid and other things that would seem harsh to say anything that would seem harsh to say anything on the other side of the House, but I really do not think the attitude which the Opposition assumed towards this Government, when we were only carrying out the policy which they themselves had given over their signatures as Ministers, by their votes in Parliament, and by their own statements of policy in this House, in the country and to the Imperial Government, was justifiable. As we were only carrying out what they proposed, we had a right to expect to be met in a manner different from that in which we were met by them.

THE LIBERAL CHANGES OF BARE.
The leader of the Opposition moved, and in making this motion he submitted a resolution directly in antagonism to the policy of the Government which he supported, and to his own recorded utterances on the subject of this work, and should break faith with British Columbia, and with Lord Carnarvon, and that we should give, I was going to say, the lie to Lord Dufferin, who stated on his honor as a man that every particle of the terms of agreement with British Columbia were in a state of literal fulfillment. The result of the moving of this resolution, and the placing of a vote of 131 to 49 that good faith should be kept with British Columbia, but that we owed it to Canada to take up this work and prosecute it in such a way as we believed was absolutely necessary in order to bring it within a reasonable limit of time, and to revert to the original policy of building the road by means of a company aided by land and money; and had we not placed that section under contract in British Columbia, had we not vigorously prosecuted the 185 miles wanted to complete the line between Lake Superior and Red River, we would not be bound to us to revert to the original policy of building the road by means of a company aided by land and money; and had we not placed that section under contract in British Columbia, had we not vigorously prosecuted the 185 miles wanted to complete the line between Lake Superior and Red River, we would not be bound to us to revert to the original policy of building the road by means of a company aided by land and money; 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