

vince of Quebec remain in their places, but almost all the others of the Ministers have been changed. There is in fact a reconstruction of the Administration—an almost entire reconstruction, a much greater reconstruction than that which took place in the case of a former Administration in the year 1869, I think. That reconstruction was discussed in the debate on the Address, and I propose to have a few words to say with reference to the reconstructed Administration; but before dealing with those who are out and those who are in, I wish, in this connection, to refer to a gentleman who cannot be said to be quite in or quite out. It has been very circumstantially stated that the gentleman to whom I refer, occupies a position something of that kind; that he was offered, of course unsolicited, for I am sure he would never ask the hon. gentleman to make him a Cabinet Minister. But it is stated that the hon. gentleman offered him a seat in the Cabinet—that it was understood, and arranged, in fact, that he should receive a seat in the Cabinet, that he received assurances to that effect, that communications were made to divers persons that Mr. O'Donohoe was practically of the Cabinet, though, for prudential reasons, it was thought better not to announce it publicly. Well, we all know that he has never been gazetted, and that so far as we can learn, has never been permitted to be of the Privy Council. If it be the case that negotiations were entered into with Senator O'Donohoe, even if they did not result in so complete an arrangement as has been mentioned, it is the right of hon. members to enquire for and to obtain information as to the relations of a public man with the Administration of the day, with reference to propositions to join the Cabinet. These enquiries are legitimate, and, as an eminent statesman has said, it is important that such arrangements should be so regarded, that they should not be secret, as such explanations tend to clear the conduct and character of public men, and therefore it is that I enquire what has happened to Mr. O'Donohoe? As to the office of Minister of Railways, we know it was practically vacant from the time Sir Charles Tupper first accepted the High Commissionership. It is true he returned to Ottawa for one Session of Parliament. But for all practical purposes the office has been vacant since that time. At last it is now filled, and I congratulate the hon. member for Colchester (Mr. McLelan) on the fact. I congratulate him on that place being now occupied legally, formally, and fully, and there being no longer the same apprehension of the return of the High Commissioner to his former post which the hon. gentleman must have entertained while the place was yet vacant. I congratulate him on the distinction of becoming by succession the leader of his party in his Province. I congratulate him still more on losing his colleague. None of us can adequately appreciate the annoyance the hon. member for Colchester must have felt while he sat beside the High Commissioner, and none of us can adequately appreciate the relief he must now feel at the final severance of his connection with him by the filling of his late post; but some of us know, perhaps, more of his feelings than those who came later into the House. When we remember what the hon. gentleman, in the Legislature of his own Province, said of the High Commissioner, we can judge of the relief he must now feel at his absence. We remember that he described him then, thus:

"But the picture, dark as it is, has something blacker still. I see there, standing in the background, the Provincial Secretary of Nova Scotia privately handing over to this same engineer a contract for the whole work. I see him shroud it in darkness, and bury it for three months in the grave of secrecy. And now the Provincial Secretary comes forward and tells us it was so hidden to serve the public interest; to enable Sandford Fleming, after he had taken the contract, to make better terms with the old contractors, to grind a few more dollars out of them! Public interest indeed! Mr. Sandford Fleming's interest alone! Sir, I know not what terms apply to such conduct in a Government—I know not what to call it. I shall not venture an opinion. But in private life it is called extorting money under false pretences; and our laws

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make it indictable knavery. * * * They have heard of men riding in public conveyances with a loose mantle about them, and a pair of false hands folded in front to lull suspicion, while the real hands were finding their way into their fellow travellers' pockets; and they now think that when the hon. gentleman put on the mantle of Herbert Huntington and the old reformers, the hands he put to the plough were not real—that the real hands were hidden that they might the better get deep to the armpits in the public chest; and they wait, they long for the opportunity to sweep him from his position. Therefore, Sir, there was no necessity to bring this case here to excite public opinion. But, Mr. Speaker, if after having brought it here for investigation in the discharge of a public duty, what if the people should, on examination of it, decide that the public interests have been bartered away and betrayed—that the man whom they once believed in as the apostle of retrenchment has become the great high priest of jobbery and corruption? Who shall then restrain limits to their first indignation as they take him, loaded down though he may be with the share of the offerings which fall to the priest, and impale him upon the horns of the altar at which he ministers?"

Such was the glowing language which inadequately I have endeavored to repeat, which he addressed to his late colleague, the Minister of Railways, when sitting opposite to him in the Legislature of Nova Scotia; and those who did not know it can now, perhaps, better appreciate the sense of relief which the hon. gentleman must feel. I congratulate the Government on their having appointed, after all, a Minister of Railways. As to the Minister of Railways, however, they had some doubts, because, in 1884, they brought Sir Charles Tupper over to conduct the Parliamentary business, and last Session we had a novelty in Parliamentary proceeding—we had a twin speech. It could not be done by the one Minister, but there was a Pope-Chapleau oration which initiated the proceedings. I hope that now, fortified by the actual possession of the office, in which it is said he has been acting for some time, the hon. gentleman will be able, by himself, to attend to those minor matters which remain connected with the office. The Canadian Pacific Railway, we are told, is finished—not quite, since the ships have yet to be got to connect Hong Kong and Liverpool; but it is finished on the land, and paid for, I hope. The hon. gentleman then can, no doubt, discharge the duties which remain. He has his qualifications for the post; he has been a long time in administration. I remember when I first entered Parliament, or shortly afterwards, he was in administration. He was in administration, though in a humbler than his present place, in 1872, when Sir Hugh Allan wrote thus:

"Mr. McMullen was desirous of securing the inferior members of the Government, and entered into engagements of which I did not approve, as I thought it was only a waste of powder and shot."

I have often asked hon. gentlemen opposite who those inferior members were, but they will not tell me; but it appears there were some inferior members with whom engagements were made. No doubt the hon. gentleman is no longer an inferior Minister, and I trust, if there is a recurrence of the same circumstances, there will be no such dispute arising as to his being worthy of powder and shot. At that time his railway enterprise was just about beginning; I think the Megantic line was just about being floated, and there was some question as to how some of the early bonds should be negotiated. It has gone on since by various assistance, by the aid of the country, and, no doubt, of the Minister of Railways. My opinion, in fact, is that he has got into the office of Minister of Railways by the short line route, and is thus best qualified to judge between the Canadian Pacific Railway and the public. We were told last Session that the First Minister had undertaken the task of dealing with the Short Line routes, because of the incompatible position of the acting Minister, but all that time that Minister was dealing with the other party to the bargain—with the Canadian Pacific Railway Company—in most important concerns, and private negotiations were going on behind the scenes with those who were to be interested in the Short Line Railway. I hope, under these circumstances, the hon. gentleman has seen to it, whatever