## Electors.

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IN CANADA. 3 TO 1878.

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ind papers. Y PARTY.

of the Tory e first day of es took place t, but all unpolicy of the to the close. hich made up the country on rooted-out ne essentially teformers was in one of his king office in Sir John Maeed his lender's untry.

AILWAY of the condi-

Section 16 was let to King & Gough (the latter is a near relative of Peter Mitchell) for \$206,000. It was taken off their hands antinished four years afterwards, and the Chief Engineer estimated the work done to be worth \$124,000. But King & Gough bribed the district engineer, and got \$40,000 more.

Berlinquet & Co. took a contract of 45 miles for \$919,390. After geiting overpaid \$160,600 the threw up they contract and became suppliants for compensation. Their claim came before Justice Tascherenu of the Supreme Court last November, under the Petition of Right Act passed by Mr. Mackenzie; and the Crown having mercifully waived penalties amounting to \$216,000, judgment was given against the contractors for \$127,000.

Mr. Moffat, a Tory M. P., had 11/4 acres of land taken for right of way, on which was a small building. The official arbitrators tors valued the land at \$30 and the building at \$700. On the eve of the 1872 elections, without anything further being made of record, Mr. Moffat was paid \$2,000 for his socalled 'damages,' and was given the house into the bargain.

Peter Mitchell, a member of the Government, owned two acres of land and a dilapidated wharf at Newcastle. Peter assumed a victorious air of independence as the Pacific Scandal revelations came out, and on 14th August, 1873, the day following the short and exciting session of Parliament, he was paid \$16,000 for property hardly worth

The stealings of Frazer, Reynolds & Co. and John Haws & Co. need only be mentioned to be condemned.

The Intercolonial Railway, under this sort of management, cost \$48,000 a mile to construct it. Mr. Mackenzie is building the Pacific Railway, with as good a road-bed, over an extremely difficult country, at a cost of \$25,535 a mile. But under Mr. Mackenzie there is a very different system of letting contracts,-the bulk sum is discarded, ample security is required, and no stealings are allowed.

## NORTH-WEST BLUNDERING.

The North-west Territory was purchased from the Hudson's Bay Co, for £300,000 sterling, the Company reserving a twentieth part of all the lands. The Government, without consulting the people of the Northwest, appointed William Macdongall as Governor, who set out to take porsession of the country with a Cabinet tendy made. He was met on the borders and promptly ordered off. The people asserted their rights, and demanded a share in the administration of affairs. The Government at Ottawa, by a policy of masterly inactivity allowed

sidy on a basis of 60,000 population; and to build the Pacific Railway, 2,700 miles in length, through a sea of mountains and an nnexplored wilderness, within a period of ten years. These terms were infinitely more favorable than the Columbians asked for, or expected to receive. They would be perfectly content with a coach road over the country to Fort Garry, and a railway to be built in initial sections as soon as our circumstances would allow. But, as will be seen farther on, Sir John was looking for means wherewith to keep the Government in his own hands for another term of ten years. He wanted that road to serve the same purposes as the Intercolonial, and therefore he hesitated at nothing. All legislative authority in regard to it was usurped, and handed over to the Governor in Coun-

## THE PACIFIC SCANDAL BOILED DOWN.

In the session of 1873 Hon. L. S. Hunting. ton formally charged the Government with selling the Pacific Railway charter to Sir Hugh Allan for money wherewith to con trol the elections of 1872, and demanded a committee of the House to investigate the charge.

The committee was at first refused, and a few days later Sir John boldly declared his readiness to justify the course of the Government, and by God's help he believed he could do so satisfactorily. know that the charge is a foul calumny. The Government deny it in toto.' Neither by 'thought, deed, ward or action' had they done mything of which they could be ashumed.

It is unnecessary to detail the efforts made to defeat an enquiry, or the circumstances which led up to the appointment of a Royal Commission. Suffice it to say that the court was of the accused man's own choosing, and the evidence of himself and his friends proved-

- (1.) That two parties were rivals for the charter; one, composed of Sir Hugh Allan and his American friends, and the other, of Senator Macpherson and some friends in
- (2.) That Sir Hugh Allan and his friends decided on a bonns of \$30,000,000 and 50,-000,000 acres of land as the minimum they would be willing to receive, which two months later was the actual subsidy fixed by the Government; and that while the clarter was passing through the House Sir Hugh was in frequent communication with the Government.
- (3.) That the Government sought to amalgamate the two companies with the bulance of power secured to Sir Hugh Allan, and that Sir John A. Macdonald on 26th July.

rmers was west, appointed William Macdoncall as by the Government; and that while the