

Macdonald, Sir George Cartier and Mr. Langevin felt that desperate efforts would have to be made in the elections of 1872 to maintain their ascendancy in Ontario and Quebec, especially in the former Province.

Sir Hugh Allan then appears upon the stage. These Ministers require large sums of money to carry the constituencies; Sir Hugh, upon request of Ministers, advances the money required. Sir Hugh Allan is a hard-fisted public contractor; he has his eye on the Canada Pacific Railway. He asks Government for the Presidency of the Company about to be organized to build the road. The request is granted, and he becomes President. These are stubborn facts, and the reader is left to fill up the missing links in this chain of facts as his good sense may dictate. In this connection, we are free to confess that the New Brunswick members of the Cabinet "have clean hands." There is no evidence to show that they were cognizant of what was going on between their colleagues and Sir Hugh Allan. We are only sorry they did not feel it to be their duty to resign as soon as the disclosures were made. By remaining in the Cabinet afterwards, and by their presence sanctioning the Royal Commission, they became constitutionally responsible upon all the counts in the indictment. Such is the theory and practice of Responsible Government, and we believe it is sound policy. When these charges fell like a thunderbolt upon the late Ministry, several courses were open for them to adopt. They could have courted immediate investigation, resigned, or re-constructed the Cabinet. Indeed, it is said among those who are supposed to be of the "inner circle," that the last course was attempted, but failed. Sir John A. Macdonald and the Hon. Mr. Langevin were the political Jonahs ostensibly to be thrown overboard to save the ship. The Hon. Mr. Tilley, with Dr. Tupper as second in command, was to be called upon to lead the re-constructed, white-washed Cabinet. The attempt was abandoned when the Ministry faced a House of Commons, determined to vindicate their privileges at all hazards. It was the best possible course, however, they could have adopted. Mr. Tilley was not charged with having any hand personally in the Allan negotiations: he was popular with all parties, and had had much experience as a leader in his own Province. But the country was not in a temper to stand such a change. Although overboard, Sir John and his Quebec *confre*, it was believed, would have