

large portion of the electorate to the real question at issue, and to the character of the man they are induced to support. When the hon. gentleman spoke of the election for the county of Pictou, he indulged in his usual course of making his case much stronger than the facts justified. I had the honor of taking some small part in the elections for the county of Pictou. Although the hon. Minister of Railways would like the House to believe that the leader of the Opposition was afraid to meet him on the public platform, I cannot recollect that I had any very serious apprehensions when I had the honor of meeting the hon. gentleman. My impression is that if I had a little more of the fair play he imagined he gave me, I would have made a more favorable impression. I understood the hon. gentleman to say that at that election this question of the Pictou Railway was brought forward as one of the elements of the contest. I had the honor of being present at the public meeting addressed by the hon. gentleman on nomination day, and subsequently at the meeting held in the Town Hall of New Glasgow. At the nomination a slight allusion was made by one gentleman, Mr. Carmichael, to this matter of the Pictou Railway—a slight passing allusion. He spoke only a few minutes, and he was the only speaker who even glanced at that question. That question was not brought into the issue in that election at all. We were there to discuss the great question of the National Policy, and also to ask the meeting to pronounce on the policy of the Government with reference to the Canadian Pacific Railway contract. Those were the questions we met to discuss, and to which the hon. Minister of Railways addressed himself. He said a few words in his indignant, or assumed indignant, style, in reply to Mr. Carmichael's remarks on the Canadian Pacific Railway question. But there was no discussion of that question on that occasion; and let me say that when the hon. President of the Council states that the whole history of that Pictou Railway transaction has been made known to the public, he asserts something I have never heard before, and which I am not in a position entirely to accept at his hands. Perhaps he knows all the secret history of that very remarkable transaction, and perhaps I know something of it. I am not sure I do; but I have heard a good deal with regard to that railroad which I believe, and I am almost compelled to believe very much more, though I do not know whether to believe it or not, in regard to what has transpired since that railway was first put under contract. The President of the Council now says that when the history of this railway becomes known, no man in the country can honestly believe that the Minister of Railways made any personal profit out of that transaction. I think the hon. President of the Council failed in his duty, because, having proceeded so far he did not lay before the House the facts that led him, and him alone, to that conclusion. It would be but just to that colleague so much assailed. In fact, the hon. gentleman never did do justice to the hon. Minister of Railways on this subject. If this is his conviction he should have taken the first opportunity to state to the public at large that he had changed his convictions; and also why he had changed them. I am sure the House would now indulge the hon. President of the Council and allow him to make any statement of facts that led to that extraordinary change of conviction. He must have been a sincere believer in that deplorable state of things described when he uttered the remarks quoted by the hon. gentleman opposite to him (Sir Richard J. Cartwright). It would not do to say now-a-days that these were mere political differences—that party lines were very tightly drawn in Nova Scotia in those days—that party excitement ran high, and men said very hard things of each other. That we all understand, and we can quite understand that men may say very hard things of each other which, afterwards, circumstances having changed, and the public interest requiring that they should come together would not render their uniting and

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working in harmony without any loss of character or reputation impossible. But when grave circumstances arise, and charges such as are contained in those extracts are made by a public man in the Legislative Assembly of one of our Provinces—when those charges remain uncontradicted up to the present—it is no wonder that hon. gentlemen on this side, as well as the people throughout the country, should be astonished at the extraordinary spectacle now presented, a spectacle so humiliating to the hon. President of the Council—namely, his being introduced to this Chamber and walking arm in arm with a man whom he had denounced as the high priest of corruption. The hon. Minister of Railways would have the House believe—he repeats here what he said elsewhere—that during the last year the Liberal party has been losing ground in this country—or as the President of the Council says, that it has been growing beautifully less by degrees. We rather feel, on this side of the House, that it has been growing larger by degrees. If there has been any gain to any side, it has been to ours. The hon. gentlemen opposite have not, within the three years and a-half which they have held power, ventured to open a single constituency that at any time within the last dozen years has been regarded as absolutely Liberal. They have, however, opened constituencies which, even in the days of the Pacific scandal revelations and excitement, when a storm of popular indignation against the Conservatives swept over the country and hurled them from power, they were able to carry against us. Re-elections in such constituencies they are proud of to-day. What will they say of the election in the county of Carleton, in New Brunswick, where a gentleman almost unknown to a large number of the electors, came forward and boldly, manfully challenged the policy of the Government, and asked to be elected as one who would vote against it as unworthy of the confidence of the people? What will they say of the election in East Northumberland, an old Tory constituency not opened by them, but by the dispensation of Providence, to their terror and disgust —

Mr. PLUMB. Cite a few more.

Mr. ANGLIN. I wish we had a few dozen more constituencies open. We were never in such trim for the fight as at present. We are ready for the fray any day. Public opinion is now fully with us, an enlightened, liberal and indignant public opinion. The hon. Minister of Railways would have us understand that in Pictou the most extraordinary influences were all combined in favor of Mr. Carmichael, the popular and able gentleman who formerly represented that county. What are the facts? All the influences calculated to influence the public unduly were on the other side. The hon. Minister of Railways stumped the county. I was delighted to find when down there that he had been going round the county several days addressing public meetings—that, notwithstanding the severe illness from which he had previously been suffering, he was in full health and spirits, very anxious as to the result, and very much troubled, but as full of fight as usual, and for this I give him credit. In the county appeared the Premier of Nova Scotia himself, a representative of the county, contending on the same side with the Attorney-General of Nova Scotia, who represents the neighboring county, and is a man deservedly popular. Mr. J. Rigby, partner of the late representative, Mr. McDonald, who himself did business in the county a great many years, also held public meetings in many places, and the Minister had swarms of other assistants. And this is a county in which a Government railway runs, and in which a very large number of people expect the Dominion Government will build a branch railway for them if no one else will. All these influences were at work for the Conservatives. In this county there are several coal mines, as well as various other interests, which look for the support of the Dominion Administration. I say all these parties and interests were