

saying—although there is not the sign of a suitable successor on the other side—that he is not the man to play ducks and drakes with the future of the Dominion. His policy has been all wrong from first to last; he has borrowed money at ruinous rates, when he should have imposed taxes; he blames his predecessors for not imposing taxes when they were not wanted; his forecast of the future has egregiously failed in every year of his tenure of office; and, in addition to all his other deficiencies, he has the foulest tongue, save, perhaps, Mr. Francis Jones, in the Dominion. Incompetency is stamped upon the whole course of his Administration, and if posterity will not say of him what Sir Francis Dashwood expected contemporaries to remark, 'There goes the worst Chancellor of the Exchequer that ever lived,' it will be because they have forgotten all about him. * * * Mr. Cartwright is so eaten up of personal antipathies that he could not do any good as a Minister, if he would."

I think that I can safely relegate that hon. member to the position he ought to occupy in this House and the country. If ever there was a proper estimate of a man's character and ability and financial success, it is the one I have just read. When the hon. Minister of Railways spoke of the increased expenditure being in consequence of the Canadian Pacific Railway, in 1874, the hon. gentleman says it was not true. Let us have the proof. There again I must take a witness in whom I have not much confidence—the *Globe* newspaper. In a quotation which appeared in the *Globe* newspaper, taken from an Order in Council, passed 23rd July, 1874, by the late Government, I find the following language:—

"So anxious, however, were the present Government to remove any possible cause of complaint, that they did take means to increase the taxation very materially, in order to place themselves in a position to make arrangements for the prosecution of the initial and difficult portions of the line as soon as it was possible to do so; and, at the same time, a special confidential agent was deputed to British Columbia for the express purpose of conferring with the Government of that Province, and to endeavour to arrive at some understanding as to a course to be pursued which could be satisfactory to British Columbia and meet the circumstances of the Dominion."

Let me read another quotation from that Order in Council; and I think, when I have read that, the hon. gentleman will be ashamed of himself for having attacked the hon. Minister of Railways, if he has any shame in him at all. This, Sir, is a paragraph I have taken from the Order in Council. I have the documents here, for I generally arm myself with them when I face the hon. gentleman. I will make the quotation from it, and you will be able to see then whether he is right or not in contradicting the Minister of Railways.

"In order to enable the Government to carry out the proposal, which it was hoped the British Columbia Government would have accepted, the average rate of taxation was raised at the last Session about 15 per cent., and the excise duties on spirits and tobacco a corresponding rate, both involving additional taxation exceeding \$3,000,000 on the transactions of the year."

What is the statement here? That they increased the taxation by \$3,000,000. It was not true, said the hon. member facing me. Here are the records of his own Council. Now, I think I may safely let that member take the position he ought to take, and did take, when the electors of Centre Wellington took hold of him at the last election. And let me refer again to the other hon. member for Huron, his mate. He said they were fond of prophesying, and their prophecies were generally correct. Now, the gallant knight from Huron made a prophecy during the last Parliament, when he prophesied in reference to this Syndicate contract that it was not going to turn out as members upon this side expected. He thought he had a real bonanza in it, and the member chuckled over it like a little boy with a piece of candy. He said:

"This Bill would, to us, be a real election bonanza. I have no doubt that some, at any rate, of these gentlemen may expect to find it an election bonanza in quite another sense."

Did he find it an election bonanza? The electors of Centre Wellington knew all about him, they had heard his history, they heard from his own lips, and those electors, intelligent men as they were, said: You are unworthy of the confidence of the people, go back whence you came; and they sent him back accordingly. Now, Mr. Speaker, I am

obliged to make another reference, and there is the difficulty we have in following preceding speakers. I have endeavoured to steer clear, so far, of what other hon. gentlemen have stated, but, after the eloquent speeches of the Minister of Railways and my hon. friend from Cardwell and other hon. gentlemen beside me, I found it difficult to decide upon what points I should address this House. I have endeavoured, so far, to steer clear of what those gentlemen spoke of, and I hope I may leave something for those who may follow me. The member for Huron spoke of the admirable speech of the member of West Durham, of that magnificent, that eloquent speech, which he said was one of the grandest efforts that Parliament ever heard. Well, I am prepared to say it was a very highly polished speech; I am prepared to say that no hon. gentleman could have exceeded him in sailing as close to the wind as he did on that occasion, that no other hon. gentleman could have appeared to meet the arguments and yet have avoided them as he did, and that no hon. gentleman could have strung together the English language in more beautiful style, but, strip the tassel of its tinsel, and you see the ingredients it is made of. That is all I can say of the hon. gentleman's speech. It is composed altogether of side issues, and I defy the hon. gentleman to point out one argument he advanced against the value of that security; I defy him to point out one argument in reference to the resolutions now before this House. He talked about the lack of information, he talked about the Syndicate contract being signed as a finality, he talked about the financial ability of the capitalists, he talked about the enormous expense of the prairie section of the railway, costing \$3,000,000, he spoke about making speed at the expense of cost, he spoke about the Railway Act not being complied with, he spoke of the Syndicate members being members of the construction company as a violation of the Act, he spoke of the law requiring tenders—he made some twenty-six objections which had no more bearing upon the question than upon the building of a railway to the moon. But he did mention one or two points which I shall briefly touch upon before sitting down. One had reference to the monopoly and one to the eastern connections. He says, what right had they to the eastern connection. Where is he going to place them? Is he going to land the Company at Callander, in the midst of a wilderness? Are they to have no eastern connection at all? It was a matter of necessity, surrounded as they were by hostile railways, railways which had no sympathy whatever with the Pacific Railway, that they should in self-defence build their own railways and have an eastern connection. Was it in contemplation, when it was decided to build a line from the Atlantic to the Pacific Ocean, to have a portion of it the Pacific Railway, and another portion something else? Not at all. It was always intended that they should have a railway through, although it is true that in the charter it was stated that they should form a connection with lines at Callander. Passing over the numerous objections of the hon. gentleman, I will take the most important ones to which he alluded, and one is the question of monopolies. He speaks of monopoly as something unheard of in this House. Let him turn to the Act of 1878, introduced by Mr. Mills, and he will find one of the greatest monopolies that could be conceived by any Government. It was handing over the whole of the North-West to lines running in all directions, east, west, north and south, as stated by the hon. gentleman, and giving the control to any body of corporators, no matter who they were, of 6,400 acres a mile. Was not that a greater monopoly than they say exists in the North-West under this Pacific Railway Company? The hon. gentleman says he has no objection if the Government are going to have the railway. If they run it, he says, there is no monopoly. I cannot see the force of that. It is just as much a monopoly in the Government as in a company.