

Will anyone assert, that if a member of Parliament has entered into a contract with the Crown for the performance of certain work, he is an offender greater than those who deal in charters, who enter into speculative arrangements, who get land grants from the Government, not in good faith, nor for the purpose of carrying out a contract, but for the purpose of enriching themselves by means of this contract brokerage? So long as this state of things exists, this independence of Parliament is a mockery. This state of things that is countenanced by the Government, and which they ask us to support by our votes in this House to-night, is even more reprehensible than any violation of the Independence of Parliament Act could be. The business of dabbling in charters by members of this House should be summarily ended. No man should be allowed to obtain a charter for a railway who does not obtain it in good faith, and who does not give evidence and pledge of his intention, or the intention of those associated with him, to proceed in the construction of the work for which he asks the charter. Not one charter intended is obtained in this House under any such circumstance. Hon. members obtain charters confessedly and avowedly for the purpose of selling them and making profit out of them. In 1695, when Sir John Trover, speaking of the House of Commons of England, was expelled for promoting a Bill, what would the House have thought of him if in addition to promoting a bill he had got a charter for his own speculative purposes, and got \$386,000 of the capital stock into his hands for the purpose of controlling the company, manipulating the concern, and putting into his pocket all the bonuses granted and gain made out of it. Not only would they have expelled him from the House, but they would have sent him to the Tower. We are asked to sanction a state of things entirely subversive of the independence of Parliament, a state of things which ought to be ended summarily, and I will vote for the motion to give the Bill the three months' hoist, and shall oppose on every occasion the permitting of the existence of any such transactions as those which have been shown in this matter to have taken place among the parties interested.

Mr. ORTON. I am considerably amused at hon. gentlemen opposite assuming to be extremely virtuous upon this question of giving aid to railways and allowing members of Parliament to become contractors and active promoters of railway enterprises. If my recollection is correct, I remember years ago, when the leader of the present Opposition in this House was the leader of the Government in the Province of Ontario, he inaugurated a scheme by which Government aid, to a very large extent, was given by the Province of Ontario to railway enterprises in that Province, and by means of that scheme, which he inaugurated, and for the purposes of which \$1,900,000 provincial money was devoted, and the Province of Ontario mortgaged for a further sum of \$100,000 a year for 20 years, members of the Local Legislature of the Province of Ontario were directly influenced. It is within the memory of members of this House that the late Sandfield Macdonald was defeated by only one of a majority; and how did the then leader of the Opposition obtain the majority which enabled him to remain in power so long in that Province? Simply by operating that scheme of giving aid to railways, and there was not a portion of Ontario but had a railway scheme of some kind. Hon. members of the Local Legislature understood this aid was to give them grants of money for their sections, and members of that House, who were elected to support the late Sandfield Macdonald's Administration, turned round directly and supported the Administration of the leader of the Opposition. And yet we hear the hon. gentleman getting up here and denouncing this system of members of Parliament becoming directors of railways.

Mr. CHARLTON.

Mr. McCRAVEY. Name one member of the Local Legislature.

Mr. ORTON. I can name any number of members of the Local Legislature—

Some hon. MEMBERS. Name one—

Mr. ORTON—that were elected to support the Sandfield Macdonald Administration, and it is within the recollection, I am sure, of every hon. member here who is old enough to remember the political events of that time that the late Sandfield Macdonald's Administration was only defeated by one of a majority, and, in a very few months, a very few days I may say, after the inauguration of that log rolling system which was inaugurated by the leader of the Opposition, his following in that House was largely increased.

Mr. McCRAVEY. Name one member.

Mr. ORTON. I have already stated the broad fact which is within the recollection, not only of every member in this House from the Province of Ontario, but of every elector who took an interest in the political affairs of the country at that day. But, perhaps, after all, this system, which I say was inaugurated by the leader of the Opposition, may be a wrong one. He was certainly the first to inaugurate that system of aid to railways projected by members of Parliament, and, if the present Government are wrong, they are wrong because they have followed in the course which was inaugurated by him. Perhaps the day has arrived, I believe the day has arrived, when some measure ought to be introduced into this House to prevent hon. members from becoming directors of railways, but at the same time I agree that this is not the time.

Some hon. MEMBERS. Hear, hear.

Mr. ORTON. Why? The hon. gentlemen say "hear hear." I will give the reason why, because the railway under discussion is one of vast importance to the North-West, and, knowing as I do the character of the country through which it runs and the hardships which have been endured by the settlers, the hardy pioneers who went up to settle that country, I believe all consideration ought to be set aside at the present time in order to assist in the early construction of that railway as far as this House can possibly do. While upon that point, I desire to call the attention of the hon. member for Marquette (Mr. Watson) to the very erroneous course he has taken for the interests of the people he represents, and I hope for his own sake he will reconsider the course he is about to take and will not vote for the three months' hoist of this bill, which means virtually that there shall be no effort made to construct this important railway and give the people of his own county the accommodation they have so long and so anxiously waited for. The hon. member for South Huron (Sir Richard Cartwright) also in his first remarks stated that he was a very earnest advocate of railway construction in the North-West and desired to see that country developed, but he went on to say that this charter should not be given, but this railway should be delayed for another year in order that an investigation should take place. I see no earthly reason why this charter should be delayed, or the apparent early opportunity of constructing that railway should be delayed in order to have an investigation. If the hon. member for West Toronto (Mr. Beaty) has acted in a manner improper for a member of this House, there is every opportunity for hon. gentlemen opposite to have an investigation without mixing it up with this charter. I think, after the assurance from the Government, that if in one month they find the hon. member for West Toronto, in the contract his company have made with these contractors, cannot show that it is made with men able to build that road, they will themselves take power to incorporate a