

individual and to the community, and is fraught with disaster to the state."

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Extract from *The Weekly Dispatch*, August 9, 1891:

"The secret of Sir John Macdonald's electoral victories is out. On this side of the water surprise has often been expressed at the patience with which our Canadian cousins submitted to the Tory-Protectionist rule of that prince of political intriguers. There is now, alas, no difficulty in explaining that curious situation. Sir John's Government rested on a stupendous and all-pervading system of bribery and corruption. Even Tammany Hall smells sweet and clean in comparison with the stinkpot of Sir John's Government. Day by day the revelations that are going on at Ottawa disclose a huge system of corruption that would make old Walpole green with envy. The Public Works Department was tainted and rotten to the core. Every contract was given to political supporters; they bargained for enormous prices, and paid back a portion of their ill-gotten gains to Ministers and their friends. The confessions of Mr. Thomas McGreevy, M.P., a close friend of Sir Hector Langevin, Sir John's designated successor, read like a romance in the pages of rascality. Sometimes even the contracts were made to mythical persons, so that no portion of the swag might escape the greedy politician. Presents of steam yachts, carriages, horses, jewellery and diamonds were constantly made to officials. Altogether such an exposure has seldom been made in the annals of political corruption. Boss Tweed was not in it with Sir John Macdonald and his gang."

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Editorial from *Toronto Globe*, September 10, 1891:

Some of the newspapers which treat of the scandals lay stress upon the financial aspect of the matter. "A financier," says the *Bristol Mercury* of the 27th ult., "may well hesitate to place his money in railways whose funds are used to furnish the sinews of war in a general election, or are, at any rate, alleged to have been so employed." The same paper tells us that the Canadian