

fect. There you find power got and kept by very nearly the same identical means. There you find the same financial history. There you find the same insolent defiance of all honest public opinion. There you find, too, much the same difficulty in dealing with the offenders.

Both had secured the tribunals by which they could be judged. Tweed availing himself of the customs of that state had contrived to secure the election of his own creatures as judges. Sir John A. Macdonald has done much the same and by the same means as regards the majority of Parliament; nay, in one respect he has surpassed his prototype, for whereas Tweed found it impossible to secure the public press, Sir John A. Macdonald has to a great degree made a large part of that safe also.

Sir, this is a grave statement, and I make it deliberately and under a grave share of responsibility, as grave as if I stood to-night in my place in Parliament.

THREE NOTABLE ILLUSTRATIONS.

Of the truth of these statements I will now proceed to give you proofs. Last session we had several very notable instances of the extent to which the demoralization of Canadian politics has proceeded, and of these I will select three—one showing the utter indifference of the existing majority of Parliament to gross dereliction of duty on the part of a Minister—one the impudent abuses of the position of a private member for personal advantage—and one the "callous and cruel disregard" of the rights of helpless wards of the state on the part alike of Government and of the majority which sustains them.

CASE OF SIR CHARLES TUPPER.

And first of all I will present the case of Sir Charles Tupper. Two years ago or so Sir C. Tupper, being desirous for certain personal and political reasons (partly connected with the wholesale scheme of bribery by which he secured certain constituencies in Nova Scotia in the very throes of last general election) of inducing the House to build a certain line of railway, deliberately assured the House with the utmost emphasis and particularity that by building a bare 80 or 83 miles they would shorten the distance from a large part of Nova Scotia to the rest of Canada by "from 40 to 45 miles for every pound of freight and every passenger" going from the one place to the other. On this solemn and distinct assurance the road was undertaken. It is now nearly completed, and on the vote being brought up in supply it was ascertained

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