

might also remember — though, of course, he would be very sorry to make him personally responsible for it—that during this contest, never were such violence and corruption witnessed as were used on the hon. gentleman's behalf; and yet his hon. friend was proud of this among his other successes.

Hon. Mr. HOLTON—That was in the Conservative interest.

Mr. CARON—It was altogether in the Conservative interest, on the part of a gentleman who had left the ranks of the Conservative party, and who was to-day President of the Council in a Liberal Government.

The hon. gentleman should also have remembered his last election as a Minister of the Crown. That he would accept such a position had been rumoured for some time. Many were incredulous on this point; others, who were not altogether the hon. gentleman's friends, hoped that it would be the fact, confident that he would do more harm to his new than to his old political allies. At this time, the construction of the graving dock was a matter of considerable importance, and the *Quebec Chronicle* explained how it came to pass that it supported the President of the Council, in the following language:—

“As we take it, the question which presents itself for Quebec in this election is not one of party by any means, although stump orators and partizan writers may seek to place it on that narrow ground. The question is, which of the two candidates is likely to exercise the greatest influence just now for the advantage of Quebec? There can possibly be no hesitation in pointing to Mr. Cauchon as the one who, by his present high position and connections, is best fitted in every way to do so. This language may seem strange on our part, but where the real interests of the city are concerned we have never yet hesitated to sink our personal prejudices and dislikes in order to advocate the cause best calculated to promote the welfare and prosperity of the people. We have never had an overweening affection for the new President of the Council; we have fought him bitterly more than once, always speaking our mind of him and his conduct very plainly indeed, but this has never prevented us from recognizing the marked ability and great energy of the man, nor does it now bind us to the fact that much of the future destiny of Quebec depends upon the present endorsement by the electors of the Centre Division of his acceptance of office in the Mackenzie Administration. The moment

is a critical one for the ancient capital, and the people in the Centre possess interests identical with those of the remainder of the city. We must all hang or fall together, and it can only be by accepting Mr. Cauchon, with all his faults, and returning a friend and supporter of the Government, and not a foe, that Quebec may expect the Administrative favours it so much needs, and realize the long-cherished hope it entertains. It is only reasonable, if we wish the Government to help us, that we should at least meet them half way, for it must not be put out of sight that great public works and improvements are contemplated in this city and neighbourhood, in regard to which the Government has much to say. Let us take, for instance, the proposed graving dock, on the construction of which, on this side of the river, we all place so much stress.”

Probably his hon. friend from Lévis had this article in his mind when he stated that this question had served as a political engine. He, for his part, considered this matter as one of vital importance not only to Quebec—and he could not look upon it from a strictly Provincial point of view—but to the whole Dominion, in connection with its commercial interests. He, moreover, considered that the dock should be built by the Canadian and Imperial Governments. We enjoyed commercial advantages of which we should be proud, being the fourth or fifth naval power in the world, as far as our merchant navy was concerned, and, in every other country, these docks were considered indispensable with respect to the commercial prosperity of the nation. Across the line they numbered seven. There was one each in the Brooklyn, Boston, Norfolk, Pensacola, and San Francisco Navy Yards; eighteen at Liverpool, six at Birkenhead, one at Sebastopol; one at Bermuda, one in Australia and one in Vancouver. It might be recollected that three or four years ago (13th of June, 1872), a large steamer, the *France*, chartered by the Allan Line, while leaving harbour, ran ashore; and it was necessary to raise and temporarily repair her in order that she might be sent to England. These repairs cost an enormous sum—nearly \$40,000. She sailed for Quebec on the 5th of the following September, and the repairs made on the other side of the water also necessitated heavy expenditure, without taking into consideration the cargo destroyed. It accordingly seemed to him that the time had come