

part of it, yet interest, sinking fund, &c., have to be paid thereon, amounting to about \$70,000 a year, till the maturity of the loan in 1906, (the interest alone at 4 per cent. exceeds \$60,000 a year.) To have to pay \$70,000 a year for thirty years for that which the Dominion did not receive does seem a grievous hardship, but Sir Richard maintains, and Mr. Blake and his other colleagues of 1876 also maintain that that loan was advantageous for the Dominion, was, in fact, a model loan. But, in the opinion of men who do not belong to their model school of finance, it was an improvident and mysterious loan—I say mysterious, because it was sold without public competition, on terms which reduced the net proceeds which Canada received to about 87½ Cents on the dollar, and further because Mr. Mackenzie's Administration refused to make public the names of the allottees or beneficiaries.

The amount of \$1,520,833 is the portion which Sir Richard sank in England, of the principal of the loan. Unfortunately it does not represent the whole loss. To it must be added \$1,037,520, which is the value of the yearly payment of interest of \$60,000 for thirty years, when capitalized.

The country's loss by Sir Richard Cartwright's disastrous loan of 1876, it will thus be seen, amounted to the prodigious sum of **\$2,558,353**. Yet Mr. Blake supported and still approves of that transaction!

And what did Mr. Mackenzie's Government show for all the money they had spent? Unfinished canals that ought to have been finished, and fragments of the Canadian Pacific Railway—*dissecta membra*—scattered from the Georgian Bay to the Red River of the North, including the Fort Francis Lock—all of "Reform" planning and engineering. When Mr. Mackenzie, Mr. Blake, and their colleagues came into power, they were quite free to follow the dictates of their own judgment in building the Canadian Pacific Railway, for the country was, at that time, uncommitted to any scheme for its construction. Had they been allowed to remain in office after 1878, I verily believe they would have drifted into pledging the country to build it, throughout its entire length, out of the public exchequer.

Happily for the Dominion, the present Government succeeded to power in time to place the portions that were unbuilt and uncontracted for under contract, and to utilize in paying for constructing those portions and for operating the whole line, 25,000,000 of Acres of Land, which are and will be valueless, until the Railway is built, and they thereby saved \$25,000,000 of cash, and prevented an increase of the annual burdens of at least \$1,120,000 in addition to the loss that may be incurred for a time in operating the Railway.

The leaders of the Opposition are silent touching their mal-administration when in office; and we have to go to the United States to discover the fruits of their arduous labors of the last two sessions. There we find that the agents and runners of Western Railways and land speculators use the speeches of Mr. Blake and others for advertising and puffing the territories of the United States, and disparaging those of Canada.