

The above is not only less logical than Mr. Blake's utterances usually are, but it is disingenuous and inaccurate. Sir Leonard Tilley, in a speech at St. John, in 1878, stated that had Sir John Macdonald's Government remained in power, the expenditure in 1873-74 would not have exceeded \$22,500,000 and that that sum should have been sufficient for each of the three following years.

The ascertained expenditure for 1879-80 has fully confirmed the correctness of his statement, the amount thereof being \$24,830,634. If we deduct from this sum the increased payments for interest and sinking fund beyond the average amount for these items in 1873-74 and up to and including 1876-77, the expenditure on the additional mileage of Railways worked by the Government in 1879-80, the grant for the sufferers in Ireland and the outlay for the relief of the Indians of the North-West, it will be found that the expenditure for 1879-80 would be reduced to \$22,500,000.

Where did Mr. Blake find the statement made by the Finance Minister, that warranted him in saying that the Government had asked \$27,500,000 for 1881? He must have known that the sum he named was more than \$1,000,000 in excess of the Estimates for 1881-82; and the whole amount voted by Parliament may not be expended.

When alluding to Estimates, Mr. Blake may have remembered and may have been dismayed by the recollection that the Estimates for 1874-75, which he had supported, amounted to \$24,883,000 and that subsequently to the voting of those Estimates the Government of which he had been either a member or supporter had increased the permanent annual expenditure by the sum of \$2,000,000. He cannot but be fully aware that the expenditure of Mr. Mackenzie's Government was wantonly extravagant. He knows that when that Government succeeded to power they were perfectly free to deal with the Canadian Pacific Railway as they might consider best. No one knows better than Mr. Blake does that the only obligation of this country then existing in respect to that undertaking was that embodied in the Treaty of Union with British Columbia, and he did not regard that Treaty as binding upon Canada. He ostentatiously repudiated it even after it had been entered into anew by his Leader, and it is understood that he made the virtual abandonment of the Railway in British Columbia a condition of his re-entering the Government in 1875. Mr. Blake was wont to flit in and out of the Cabinet—*in*, when it suited his mood or convenience; *out*, when most inconvenient for Mr. Mackenzie, his Chief. But I do not remember ever to have heard it alleged that he had resigned or threatened to resign on account of the extravagance or mal-administration of the Mackenzie Government.

The wastefulness of that Ministry has been so conclusively proved and is so universally known, that it is not only absurdly inconsistent, but positively audacious, in Mr. Blake and its other members to *pose* as economists before the people.