

and the "Plaindealer" declares there are too many Cabinet Ministers. There is another pledge unfulfilled. The leader of the Government and his supporters are pledged to the country to reduce the extravagant list of Cabinet Ministers. The present Postmaster General opposed it in the days when he was in Opposition, the days when it was easy to be virtuous in those respects. Now he says nothing; but the "Plaindealer" places its finger on the sore and says that now is the time when this pledge can be implemented. Sir Oliver is going out, let us have one Minister less. But Sir Oliver has gone out, and another has taken his place and there has been no diminution in the number. As to the Intercolonial extension, it says:

Why should Reformers as well as others not suspect a deal which puts millions at the command of a gentleman who was instrumental in buying a \$30,000 plant for the sons of a Minister?

The \$30,000 was party funds, forsooth! So was the \$45,000 that caused the Pacific scandal, that hurled from power the most popular First Minister Canada ever saw.

Even the Hamilton "Times" is down on the Ministers for riding about in private cars. How our hopes have been blighted! At the first trip by the Prime Minister made to this city it was heralded from one end of the country to the other that he, a good democrat, would not use a private car, but chose to ride in the regular first class car alongside his fellow citizens. The right hon. gentleman soon got over that. The examples offered him were too many and too bad. When the Minister of Public Works, who is so dominant in almost every proceeding, set the pace with his private car and coloured porter and surrounding luxuries and eating delicacies like a bird, the Prime Minister very soon followed the example, and I believe he took a special down to Rivière du Loup all by himself. The Hamilton "Times," that good old Liberal paper, raises its Puritanical voice in denunciation of Ministers who when out of office attacked and scathed the Government of the day for using private cars, and yet when hon. gentlemen opposite came into office they used them just as much as their predecessors. And the member for Lisgar, in a late issue of his paper, said that now the Prime Minister should implement his pledge, that there would be one less Minister, at least, in the Cabinet.

Here is the opportunity, take advantage of it, and implement the pledge that you made. I shall not read to this House that scathing arraignment from the Huntingdon "Gleaner" of last year's session of Parliament, on the broken pledges and the increased expenditure. There is one probably greater than all, and to which I must allude, because the impression was made by the Minister of Trade and Commerce himself, and he, I am sure, never wishes to create an impression that he

does not honestly try to implement. That hon. gentleman, on a certain occasion, wrote a letter to the Patrons of Canada. It was written before the election, and was meant for consumption and to catch the Patron vote, and in that letter the Minister of Trade and Commerce wrote:

What are the other planks of the Patron platform affecting Dominion politics? They are these: (1) Economy of administration; (2) purity and independence of Parliament; (3) tariff for revenue only; (4) reciprocal trade; (5) protection of labour from monopolies; (6) no railway bonuses. Now there is simply no single one of all these objects which the Liberal party have not been fighting for, moving resolutions for and doing their very best to obtain any time during the last twenty years.

The hand-book of Liberal principles published during the recent campaign declared the identity of the Liberal and Patron policies as to bonuses, and said:

The policy of bonusing railways by cash and land grants from the Dominion Government has become a fruitful source of jobbery, speculation and corruption. Under its operation favourites of the Government have been enriched. The policy of granting these subsidies has repeatedly been condemned in Parliament by the Liberal party, and this resolution (of the Patrons) is in harmony with the attitude of the Liberal party upon this question.

There is the pledge of the Minister of Trade and Commerce; there is the pledge of the hand-book of Liberal principles; both of them have been violated; for never in an equal space of time in the history of the Canadian Parliament have more bonuses in money and lands of the country been given by a Government, in the first place acting in camera and making the arrangements simply for their followers to register; then coming down to the House and forcing their measures through. The first thing they did was, in view of a by-election to take over and operate for six months or more the Baie de Chaleur Railway, for which proceeding they had no warrant or resolution of this House, for which they had no vote of this House, and for which they had no legal or constitutional right. They made a loss to the people of Canada, and then they came down here and cried pecavvi, and got their friends to vote them \$12,000 to make up that loss. Under the plea of urgency, the Minister of Railways in camera with his colleagues made a binding arrangement with the Grand Trunk Railway and Drummond County Railway, which contemplated a capital investment of \$7,000,000. They made that arrangement without a resolution of Parliament, without discussing the advisability or the inadvisability of it, and without taking into their confidence either their own party or the House. Relying upon the argument of necessity, they came down to the House at the last, and when the back benches revolted, the Government said: The Government is pledged to it, they have sign-