

the Banff Springs. The hon. member for South Oxford (Sir Richard Cartwright), instead of passing by Banff and going on to some other place in the mountains, should have got off there and should have got boiled as some other Reform members did. I do not know whether they are in the House now, because I know that some changes have taken place, but when I was coming from Banff, I met two members of the Reform party, and I was telling them that I had the honor and privilege of travelling westward with the hon. member for South Oxford, and was quoting to them his well known views. There is nothing private about that, because they are the same views that he has since expressed in reference to the rapid construction of the Canadian Pacific Railway. These gentlemen, fresh from Banff Springs, said: We have been to the Banff Springs, we have been to Victoria, and all that sort of objection will have to be given up. I do not know whether they are in the House now, but if they are, I hope they continue to hold that view, and that they will rise in their place and say that they abandon that miserable plank in the platform of the Reform party, that the construction of that line so rapidly was improper, which has been the means of bringing into existence this very Banff. Without the Canadian Pacific Railway, the springs would be there, but they could not be utilised by the people.

Sir JOHN A. MACDONALD. The springs would be there, but the people would not.

Mr. DAVIN. As the right hon. gentleman says, the springs would be there, but, so far from being a valuable possession, so far from being the means of health and recreation for the people of Canada, they would have no practical existence but for that railway. I consider that the Minister of the Interior, instead of being condemned by this Parliament for the course he has taken, ought to have, as he undoubtedly will have, his action endorsed, and endorsed with a will, because, if we are to have Ministers with the responsibility of Ministers, they should be prepared to act in emergencies of this kind; they are capable of being brought before this Parliament if they have done wrong. The hon. member for Bothwell (Mr. Mills) talks as if there was no check whatever. If any wrong has been done, bring forward your motion and condemn the Minister, but the proper thing, in my opinion—and I have been there—I have seen the results of what has already been done, and I can foresee the results of what is to be done—the proper thing is to thoroughly endorse the Minister of the Interior as an active Minister who has confidence in the North-West, and confidence especially in that portion of the North-West, and who believes in action. The hon. member for Bothwell (Mr. Mills) is a sort of duodecimo Mephistopheles, if I may make a mixed figure. I mean that he is the embodiment in this House of the spirit that denies. Mephistopheles was the vast embodiment of the spirit that denies, according to the great German poet. The hon. member for Bothwell is one whose speeches I read with more pleasure than I hear. I fully acknowledge their ability; I like to read his speeches; and, probably, after he has taken the Banff Springs, I may like to hear them; but in this House he is the embodiment of the spirit that denies, and in that he is typical of the party to which he belongs. They have no faith in the North-West, and they appear to have little faith in Canada; and their whole attitude, especially the attitude of the hon. member for Bothwell, is an attitude of criticism, an attitude of want of faith. If they had their way, the Minister of the Interior would sit with his hands folded in his office and do nothing for that great country, instead of being alive and active, visiting the country, doing what is necessary for its needs, and seeing that Banff Springs or any other place in that country, which can be exploited for the benefit of the people of Canada and the people of the North-West, shall be developed.

Mr. DAVIN.

Mr. McMULLEN. I was all through the North-West, and was at Banff Springs. I walked over every mile of road that has been built there. I have been trying to think since this discussion commenced, and I really cannot see where the \$46,000 has gone. There are, perhaps, from three to four miles of road built, possibly more. I do not think it would cost more than \$1,000 a mile to grub out. I am satisfied it would not cost more than an ordinary railway track through a bush, and you can get that grubbed and cleared for \$1,000 a mile. I know that the portion from Dr. Brett's to the mill is the most difficult part. In the other roads there is no cutting, but simply grubbing out. I admit that the timber is growing very thick, and that it takes considerable time for, perhaps, a considerable number of hands to work to cut that out. Still I do not see where the \$46,000 has gone. Of course, there is the bridge, but it is a mere floating bridge of unsquared timber and might be constructed in a short time. I understand that there is a reserve out of the \$46,000 to build the bridge which it is now intended to build. I do not know what the amount of that reserve is, but if nothing has been done there since I saw the place in September last, I cannot for the life of me see where the rest of the \$46,000 has gone. I am quite prepared to endorse the action of the Government in reserving the place as a park, but I believe the greatest possible care should be taken by the Government to see that money is not uselessly spent or thrown away. I am prepared to endorse to a large extent the remarks of my hon. friends from the Maritime Provinces. I believe we should not indulge in more expenditure in the North-West than is absolutely necessary. I do not know that any necessity exists for any other expenditure there. There is a good road to the springs, and, unless it be for the bridge, I do not see where any further expenditure is required. I should like to know how much is reserved for that bridge. There must be a large sum reserved out of that \$46,000, or else there has been an immense sum squandered on those roads. Of course I know that wages are very high there. Men get \$2 and \$2.25 a day on the Canadian Pacific Railway, and possibly the engineer has had to pay a large sum to the men whom he employed for the work which has been done; but, admitting that wages of that kind were paid, admitting that an outside figure was paid, I contend that for the roads already built not more than from \$4,000 to \$5,000 could have been actually spent. Then there may be some money for surveys, and I know it is a very rough section to survey, and that there is a great difficulty because the timber grows so exceedingly close that in order to survey it you would have to cut out a road every way you desired to run a line. But the surveys and the roads altogether cannot possibly have swallowed up one-third of the \$46,000, and I think that the House should know where the balance has gone. I would like also to know whether the arrangement with Dr. Brett and Dr. Orton permits them to conduct the water from the springs to their hotel free of charge. The hotel is built a mile and a half or two miles from the principal spring, and I should like to know if they have the right, without paying any further charge, to conduct the water to their hotels through the pipes by which they intended to conduct it. With reference to the other springs, and I was at every one of them, I think it is desirable that they should be reserved, but they should be turned to good purpose and should be regulated in a such a way that the country would reap a return from them. We have already expended an enormous amount of money in the North-West more than \$15,000,000 in addition to what we have spent on the Canadian Pacific Railway, and we should cry a halt in regard to this sort of thing, or show more probability of recouping the Dominion for what has been already expended. Let the Government call a halt with regard to this matter until such time as they have evidence that we are