

that there is latitude allowed. That is not so. The provisions are imperative; it is latitude that we want.

Mr. MILLS. According to the form of tender, the article specified must be supplied. There is, therefore, no object gained in calling for tenders at all, and it would be better to purchase direct from the manufacturers, than to provide that a particular article, the product of a particular manufacturer, must be purchased.

Sir JOHN A. MACDONALD. We must know what he will charge for it.

Mr. MILLS. Certainly; but when you provide that the goods of a particular manufacturer must be obtained, then it is perfectly clear that that manufacturer is master of the situation, and is able to ask what he pleases. You cannot put any other article into competition with his articles. I suppose a score of companies manufacture as good an article as the Chatham waggon. It looks very much like a job being put up on the Department. I have some curiosity to know how such an advertisement got into the tender. Will the hon. gentleman tell us?

Sir JOHN A. MACDONALD. I cannot; I do not know.

Mr. MILLS. Does the hon. gentleman think it a proper thing for the Department to do?

Sir JOHN A. MACDONALD. Did the Department publish it?

Mr. MILLS. Yes. There has been great carelessness somewhere, for the Department should never have allowed itself to be used in that way. The right hon. gentleman has not been looking as carefully after this part of his public duty as he should have done. That is really an insult to every waggon manufacturer in Canada, with the single exception of that one corporation. I could tell the hon. gentleman something about that company, but I will not make it a subject of discussion in this House. He will find that neither the interests of himself, nor the Indian Department, nor the industries of the country, will be promoted.

Sir JOHN A. MACDONALD. The Departments are trying to do what they can to get the best article for the animal—for the Indian. I do not know how that description of the Chatham waggon got into the advertisement of last year; it is not in this year's advertisement. I cannot agree with the arguments of the hon. gentlemen opposite, that when you describe an article by a particular name, it must be made by the party who originally gave it the name. We will take the case of animals. If we had advertised for Clydesdale horses, or Suffolk ponies, or Southdowns, must they have been brought from those particular parts of the country? The Department knows what articles they want, and they want the article to supply the requirements of the specifications.

Mr. MILLS. The hon. gentleman is mistaken. Take, for instance, the articles produced by the Massey Company. All these are patented articles, and they cannot be obtained anywhere else, until the patent has expired. If the hon. gentleman will make enquiries of manufacturers who are manufacturing the articles of another company, he will find that the particular article so manufactured will not be of the same size as the original article, unless they buy the original patterns.

Mr. PATERSON (Brant). A few points with respect to the prices paid, and I should have felt it my duty to have gone more fully into this matter at an earlier part of this Session. I am not prepared to say that the advertisements are not broad enough, but the form of tender limits the scope. It is not to be wondered at that one or two large firms, such as Baker & Co., and the Hudson Bay Company, obtain the bulk of the contracts. Take the Chatham wag-

Mr. PATERSON (Brant).

gon. The First Minister has stated that that waggon could be bought at Winnipeg at from \$50 to \$60. I find the price paid at Indian Head, a station a few hundred miles west of Winnipeg, was \$95. If it was only \$50, it would be below the price of Chatham. They claim that was a benefit conferred on the North-West, but if it was a fact, as they stated, that they could be bought at Winnipeg at that price, certainly \$95 was too much. The same waggon at Fort Macleod was \$125. Then, at Indian Head, a station on the railway, they paid for white sugar 11½ cents per pound, when everyone knows, who is acquainted with the trade, that granulated sugar, at that time, was very low in price, and it certainly could not cost 3 or 4 cents a pound for freight from Montreal to Indian Head. English yellow soap was 14 cents per pound; rice 10½; salt 2½ cents per pound, and so on. I give these as samples, but it seems to me that the whole matter of these tenders for the North-West is one the First Minister should give his personal attention to, with a view of seeing whether an improvement could not be made.

Sir JOHN A. MACDONALD. Of course, things were very dear in the North-West, but that is rapidly changing. We could not get people in the East to tender, and as we were obliged to get the goods, we had to accept the lowest tender. Now, however, the transport is easy, by the construction of the railway and the progress of the country generally, and they are now just beginning to tender from the Eastern Provinces. I know, with regard to Indian supplies and Mounted Police supplies, sometimes we can hardly get tenders at all, in consequence of the remoteness of the stations, and we have to look out and get them the best way we can. I am glad to say that that state of things is being rapidly cured, and that people in the East are beginning to tender. Prices will soon be very nearly down to the same rate as in Ontario, plus the cost of transport.

Mr. STAIRS. The hon. member from Brant, inadvertently, I know, stated that Paris lump sugar was only made at Redpath's. I wish to say that it is now made by the Halifax refiners, and I mention that fact so that no injustice may be done them.

Mr. PATERSON (Brant). It was entirely an inadvertence on my part, for though I have handled a great many sugars, I was not aware that it was manufactured elsewhere.

Mr. WATSON. The First Minister states that it is difficult to get parties in the East to tender for these supplies. I pointed out, some time ago, that the reason for that was that the supplies were tendered for at a particular point. If the goods were tendered for to be delivered at certain points on the railway, I think that difficulty could be remedied, because the trouble is, at present, that these firms would not bother with these small contracts for remote places. The result has been that the contracts have been entirely in the hands of I. G. Baker & Co. and the Hudson Bay Company. The Government have had to pay more for the goods than they should have paid, and in many cases they have not been of as good quality as if small tenderers had tendered for them. With reference to the Chatham waggon, there are three or four different waggons which are taken in preference to it, in Manitoba. It has only been manufactured for the last two years, and it has not been tested. There is the Scobell and the Speight waggon, which take the lead in the North-West, and there are two or three others, which are taken in preference to the Chatham waggon. The Government should be very careful as to the quality of the goods they supply to the Indians. Some years ago a lot of waggons came from Listowel, and the tires fell off while they were standing on the streets of Winnipeg. As to the prices, the best waggons sold at \$65 in Winnipeg last year, and I think that the