

that traversed the best country, and as being the route, in every respect, the most suitable for a trans-continental railway. Upon that line there was no grade in excess of 50 feet to the mile, and very little of that, and there was less curvature than in any other line that had been surveyed, and all the advantages were wholly in its favour. I also gave up the Bute Inlet route, and determined to go by the Fraser. The hon. gentleman, in the very start of his Administration, had that order repealed, and he was obliged to go back, afterwards, to the course I had originally adopted. The hon. gentleman, Sir, is not only ungenerous, but most unjust in his attempt to belittle the efforts that were made by his predecessors. The Government of the hon. gentleman opposite had contracted with British Columbia to have the surveys completed, and the work of construction commenced in two years, and this bargain had been in existence two years and a-half when we accepted office, and not a single mile was surveyed or located across the entire continent, after two years and a-half of labour. The entire work was begun afresh by us, and when we left office we had the country opened up. Settlers were going into the country, the prairies were occupied, and everything was put in order for the resumption of work. The hon. gentleman will find that I simply determined to consult Parliament about the various plans. I regret, Mr. Speaker, that I am unable, on account of a defect in my voice, to give that attention to the hon. gentleman that I would like to give, and to his scandalous misstatements respecting my own Administration. I can only hope that some day we will meet at Philippi, where I shall endeavour to give him what he deserves.

Sir CHARLES TUPPER. The hon. gentleman will allow me to say that no person in this House regrets more than I do, the condition of his health, which does not allow him to deal with questions with all his pristine vigour. The hon. gentleman will allow me to say that no person would be more gratified than myself to find the hon. gentleman able in the future, as in the past, to deal with the most formidable antagonist able to confront him; but he must permit me to say that his memory has failed him on this occasion, as well as on the other.

Mr. MACKENZIE. It did not fail me on the other.

Sir CHARLES TUPPER. The hon. gentleman stated that those tenders were in the office when the change of Government took place, and were ready to be awarded. I said that was not the case; and that the hon. gentleman had himself stated subsequently that he had asked for the tenders without having made up his mind when to proceed with the construction of the work. The hon. gentleman will permit me to remind him that he asked for tenders for 125 miles of the section in British Columbia, from Kamloops to Yale.

Mr. MACKENZIE. I stated that.

Sir CHARLES TUPPER. I want to call his attention to what took place, that he asked also for tenders covering the entire line from Lake Superior to the Pacific Ocean, including the work that was done. As I said, not only were the tenders not in, but although advertisements had been inserted that the contracts would be let, the letting was twice postponed, no offers being sent in—and such were not sent in until after the change of Government had taken place, because the surveys were not sufficiently advanced to enable specifications to be prepared. As the hon. gentleman is aware, no tenders can be sent in unless specifications are prepared, and these were prepared in the Department under my own direction. The hon. gentleman is, therefore, mistaken on that point. The hon. gentleman is also mistaken in supposing that he had constructed and put in operation the line from Winnipeg to the boundary. This work was completed by the Department under my instructions, after

a change of Government had taken place, and it was not until the change of Government that any of the line was in operation. I am sorry the hon. gentleman is not better able to deal with the question in controversy. I did not intend to be unjust and ungenerous, but the hon. gentleman must not forget that I was not the assailant; that I was defending this Government against a gross and unjustifiable attack from the other side of the House, as to the manner in which this Government had fulfilled its duty to Manitoba and the North-West; and in dealing with that matter I did, although reluctantly, contrast the action of the present and past Administrations.

Mr. MACKENZIE. The hon. gentleman was most unfortunate in his choice and style of language. One would have thought that, instead of this motion being one respecting grievances in the North-West, some motion had been proposed in regard to the management of the railway system. If the latter had been the case, the hon. gentleman's remarks would have been in place. Nothing, however, would justify the gross extravagance of the hon. gentleman's language in depreciating what his predecessors had done, and glorifying himself for his past actions, when he well knew that he had accomplished nothing—that his Government spent two years without doing anything.

Mr. HESSON. Hear, hear.

Mr. MACKENZIE. Will the hon. gentleman who calls out "hear, hear," tell me what they did during those two years?

Mr. HESSON. We had to get a new plan altogether.

Mr. MACKENZIE. That hon. gentleman had better get a new plan too. No one in the House needs it more. I could not even, disabled as I am for the moment—

Mr. HESSON. Hear, hear.

Mr. MACKENZIE. The hon. member is performing his usual office of *claqueur* to the Ministry, and I must submit to be interrupted, as other members are.

Mr. HESSON. He interrupted the Minister.

Mr. MACKENZIE. No doubt the Minister and myself can settle our difficulties. I will say this of the Minister of Railways, that he never objected to any interruption of that sort in debate; I would be the last man to object to it, for I rather like interruption, and no man with a good cause will ever object to interruption. I wish to point out the gross extravagance of the claim made by the Minister, when the fact was that during the eight years from the time the road was commenced until we left office, all that was accomplished was accomplished by us, and nothing by hon. gentlemen opposite, though two and a-half years in the first place and nearly two years in the second were spent, and the only thing done was to lay down an ill-constructed road which had to be taken up.

Amendment (Mr. Cameron, Huron) negatived on the following division:—

YEAS :		
Messieurs		
Allen,	Fairbank,	Mills,
Allison (Leamington),	Fisher,	Mulock,
Armstrong,	Fleming,	Paterson (Brant),
Auger,	Forbes,	Platt,
Bain (Wentworth),	Geoffrion,	Ray,
Béchar,	Gillmor,	Rinfret,
Bernier,	Harley,	Robertson (Shelburne)
Blake,	Holton,	Scriver,
Bourassa,	Innes,	Somerville (Brant),
Burpee (Sunbury),	Irvine,	Somerville (Bruce),
Cameron (Huron),	Jackson,	Springer,
Cameron (Middlesex),	King,	Sutherland (Oxford),
Cartwright,	Kirk,	Thompson,
Casgrain,	Lister,	Trow,
Catudal,	Mackenzie,	Vail,
Charlton,	McOraney,	Watson,
Cockburn,	McIntyre,	Weldon,
Davis,	McIsaac,	Whelan,
De St. Georges,	McMullen,	Wilson.—57.