

ten miles of the eastern end, when he was called away to Winnipeg to make up quantities for the contract, and the remaining sixty-six miles had never been seen. The engineers actually went up with the contractors to find the line on which to base the construction. That was a specimen of the exhaustive and elaborate surveys and the improved economical plan of letting contracts by which the hon. member for Lambton used to boast he would proceed with his railway construction, and on which he attempted to delude the people of Ontario, at the last election, into giving his Government a renewal of their confidence, which they wisely declined. A worse state of things, though not involving so large an outlay, followed the next movement, showing the reckless blundering which characterised the whole of the construction of the works from Fort William to Red River. The hon. member for Frontenac (Mr. Kirkpatrick) was one of the first to discover the mistake, to call it by no harsher name, which the late hon. Premier was committing in regard to the Fort Frances Lock, and the utter folly of attempting to carry traffic by their route. But, with his characteristic firmness, which might be called something else, he refused to listen to the information offered, and continued the work so long as he was in power, it being only stopped, and with it the useless drain on our impoverished resources it occasioned, when the present Government was formed. I never could obtain from the late Government the papers in regard to this, to the *Kaministiquia terminus*, and other similar matters. We have some information, through papers that I obtained by order of the Public Accounts Committee, in regard to the Locks, but it is confined to the last fiscal year. I find that the works have been a gold mine, almost as rich as Cariboo, to certain gentlemen, who have worked the vein with great assiduity. The work, as we have seen, was done by day labour. After it had been undoubtedly impressed on the mind of the late Premier that it was an utter failure, and he had discovered from the report of the Superintendent that the route could only be expected to have the capacity of five railway car loads a day, or about 1,560 bushels of wheat, and that from the 1st

September to the 25th October, the only period in which wheat was likely to move eastwards to market—that there could be at the utmost only about 80,000 bushels carried over it, or scarcely two vessel loads—that from the opening to the close of navigation its full capacity would amount to only 280,000 bushels, still there was an attempt made by the Superintendent to carry out, by the completion of the work, this enormous piece of blundering. Besides, the hon. gentleman in the Senate, who is at the head of the great organ that sustains the member for Lambton, then voted for the further prosecution of that work, and the leader of the late Government in the Upper House supported it also after it had been proven, beyond doubt, that it was an impracticable, foolish, futile scheme. I had the curiosity, lately, to look into the accounts and to ascertain if anything was discoverable there which would explain why there was such perversity on the part of hon. gentlemen opposite in pushing forward this work by days' labour, or in fact in continuing it at all. I do not know that I have got the key to the whole matter. It may be well for the House to know, however, that there was a staff of employés there which was equal to the construction of a work involving millions. I will give an idea of the economical manner in which my hon. friend succeeded in obtaining a result which all preceding Governments, he said, had vainly endeavoured to secure, but which it was finally reserved for his Government to accomplish. Mr. J. R. Sutherland was book-keeper; he was brother of Mr. Hugh Sutherland, who was Superintendent. Mr. Hugh Sutherland drew, not long ago, five years pay as Superintendent of that work, amounting to the round sum of \$12,000. His brother was employed at a salary of \$1,000 a year. The captain of the steamer was employed at a salary of \$600 a year; a forwarding agent at \$780; an engineer at \$480; a foreman at \$1,200; a paymaster at \$1,000; a physician at \$800; a clerk at \$480; another clerk at \$600; several carpenters at \$480 each; a timekeeper at \$480; and several blacksmiths at from \$480 to \$600 each. The salaries of this overworked staff, whose entire disbursements averaged about