

ment as usual, were disposed of in the usual way, an Order in Council directing the acceptance of the lowest tender put in was passed as usual, and he thought there was nothing of which hon. members could complain, or of which the public outside could complain, unless it were that the price of the work was higher than they expected. He quite agreed in that view, and the tenders were higher than he had anticipated. As to the calculation made by the hon. member for Cumberland in which he endeavored to show that eight millions were proposed to be spent by the Government on works which were not in connection with the Pacific road, he had merely to say that he had heard so much during the present and the previous session from the honourable gentleman who dealt in millions as boys would with toys, that he paid very little attention to his financial calculations. Not only did the hon. gentleman deal with millions as a boy would with toys, but he heaped them up without the slightest regard to the correctness of the premises upon which he based his conclusions. He should have called the amount twenty millions at once which could be done by counting \$5 instead of \$2 as the price per acre. But the hon. gentleman knew that the Government were endeavouring to get settlers induced to come into the country by giving away the lands for nothing, or selling them at 50 cents an acre; and yet he (Mr. TUPPER), for the sake of creating a false impression in the House and the country, valued them at \$2 an acre. However, the hon. gentleman was so much accustomed to make use of hyperbolic language, that his statements had but little effect. When the hon. gentleman began to deal in figures, people began to make allowances for him; as an hon. member had just suggested, such speeches were figurative. The hon. member for Cumberland further stated that the Government had no authority to purchase steel rails. He (Mr. MACKENZIE) believed they had. The tenders would be laid before the House, and it would be competent for them to pass whatever opinion upon them they liked. He believed the Government acted in the best interest of the country. The hon. member for Cumberland said the rails were bought in a falling market. He could not have looked at the prices prevailing when that statement was made. A week after the transac-

tion was closed, a gentleman telegraphed to him (Mr. MACKENZIE) from Montreal that \$100,000 could be made by the bargain, and he had since been put in possession of a statement of prices from which it appeared that the market was struck at the best possible time. That an excellent bargain was made there could be no doubt. He directed attention, for proof of this, to the purchases made by the Government of which the hon. gentleman was a member before they went out of office, at the rate of from £15 to £17 sterling per ton. The Government believed the price to be the lowest possible. Mr. DARLING and Mr. WORKMAN of Montreal, and other gentlemen who were authorities on the subject strongly advised the course taken, and the chief engineer was equally decided that to purchase rails at the time would greatly facilitate the construction of the work. It must be remembered that the works in the Lake Superior region and in the Red River and British Columbia districts were located where access was exceedingly difficult, and unless everything were got ready as soon as possible, we could not expect to make much progress for two or three years. He was himself of opinion, and the Government were of opinion, and the engineer was of opinion, that by having a supply of rails at the Koninistiguia River and other convenient points, the work could be advanced by a whole year. If the hon. gentleman thought the Government had done wrong in this he (Mr. MACKENZIE) had simply to say that the Government were amenable to Parliament. The hon. gentleman knew the course open to him, and the Government were prepared to stand by the result.

Mr. RYAN said this was a subject of the very first importance to Parliament. Every Canadian was deeply interested in the success of the enterprise, for it was the first great national work our Dominion had undertaken, the successful accomplishment of which would not merely be a national advantage, but a great national honor. But deeply interested as we all were in the success of the project, there was no portion of the Dominion had a deeper interest in it than the Province of Manitoba. In the other Provinces men looked upon the scheme as a manifestation of the business energy and patriotism of the Dominion; but to the people of