

Canadian territory, and be planted on the Canadian prairies. He said he would be able to show substantial progress in the eastern section. What does he tell us to-day? Why, he says that he has encountered almost insuperable difficulties, and that he is not able to begin as he expected, in July next, the construction of that section, that he has been obliged to change the location of the road, that he has changed the great interior line to a line along the lake shore. Is this done in the interests of the country? He does not say so. It is in the interests of the Syndicate. We have here a fair indication that the policy of the hon. gentleman is one adopted in the interests of the Syndicate. Let me refer to a point or two. He says we have abandoned the interior line and taken a line which is less subject to winter snow storms, and which can be more rapidly constructed. These are not reasons in the interests of the country but in the interests of the Syndicate, because in both these cases the cost in the interests of the Syndicate will be reduced. Had he adopted the line to the north sixty or seventy miles from the water line of Lake Superior we would have had an extensive country opened up; and the hon. gentleman in Ontario last year, when pleading in the interests of the Syndicate throughout the Province, pointed out that the construction of the eastern section on the proposed line of the Government was in the interests of Ontario, that it was calculated to open up large timber districts back of Lake Superior, and to furnish a market for the timber products of that country. If Ontario had an interest in supporting the hon. gentleman last year, that interest is taken away and the vast timber districts on Spanish River, which were to have been developed, are left to be developed as they may by private enterprise. This is the first proposition made by the hon. gentleman. The next is a boast that by the 1st of July next year we will have an all-rail route from Thunder Bay to Winnipeg. This is nothing new in the light of the statements made in this House a few years ago. Here is a statement made by the hon. member for Lambton (Mr. Mackenzie) when he was Minister of Public Works in 1878. He says:

"It will be, of course, absolutely necessary that we should not merely control the rates of our own road, but also control them on the road with which we connect, so as to prevent if possible discrimination. With regard to the term of the lease, I think we may fairly look forward to the completion of our own road, through our own territory, in the space, say, of four or five years."

Here we have the promise made in 1878 that in four or five years, that would be in 1882 or in 1883, we would have an all-rail line from Thunder Bay to Winnipeg. But does the hon. Minister of Railways give any credit to the hon. member for Lambton for the energy he displayed in the construction of that road? Is he generous enough—shall I say candid enough—in making his statement to say that the hon. member for Lambton had exercised such foresight, and had so bent his energies and the energies of this country to the construction of that road, that in 1882 we are to have an all-rail route from Thunder Bay to Winnipeg? Not at all; but after coming in to reap what another hon. gentleman had sown, after coming in to complete the results of another hon. gentleman's labors, he takes to himself credit that does not belong to him, and boasts in the presence of the members of this House, who know right well the energy put forth by the hon. member for Lambton in the construction of this road, that he and his Government in completing the intermediate links of that section, have the right to claim the credit for what could not have been done but for the energy of his predecessor. Sir, the hon. Minister of Railways would have done more credit to himself and the party of which he is a distinguished member, if he had been candid and generous enough to acknowledge the services performed by the hon. member for Lambton in connection with this gigantic project.

Mr. Ross (Middlesex).

But the hon. gentleman goes further; he boasts that he has achieved a wonderful reduction in the contracts already let for the construction of this road. How has this reduction been accomplished? By fresh investigations as to the cost of that railway? By discoveries of new routes? By fresh alignments of the road? Not at all. It has been accomplished simply by taking the estimates of the late Minister of Railways, and by finding out that in certain instances these works do not cost as much as the previous engineer estimated they would cost. There is nothing in that for which the hon. gentleman should take credit. I would be willing to give the hon. gentleman credit if he had accepted the lowest tender for all the work that was done—if, for instance, he had accepted the lowest tender for the work between Emory's Bar and Port Moody, and saved the country \$209,000; or if he had accepted the lowest tender for the work on section A and section B, he might have something to boast of. But notwithstanding the fact that in these two contracts the hon. gentleman has wasted nearly half a million of public money, he has the effrontery—I must use mild language, because the hon. gentleman himself uses mild language—to stand up in the presence of hon. members of this House and boast that he has saved millions of money—I think he said four and a half millions—of the people of Canada on the contracts which he has already let. Why, the hon. gentleman has not spent this money. The expenditure was not required in the public interest; it was made on the estimates of the previous Government; it is the natural outcome of a contract over which the hon. gentleman has no control after it is let; and in the face of this fact, the hon. gentleman boasts that he has saved large sums of money on these contracts, and that he and his Government are therefore entitled to public confidence. The hon. gentleman says further that he has selected the shortest route across the continent. We heard that years and years ago. Has he readjusted the geography of the continent of North America? To listen to the hon. gentleman one would suppose that he had discovered a fresh parallel of latitude never known before, and that by readjusting Halifax and Liverpool and Winnipeg, he had so reconstructed the map of this world that he had shortened the route between England and Yokohama. What has he done? He has just located the line of railway according to the route selected by Mr. Sandford Fleming in 1874, and if anything he has lengthened it, on his own admission, by some 79 miles. And yet he attempts to deceive the people of this country—for his speech was made to the country—by alleging that he has discovered a shorter route than the shortest route ever known to any Minister of Railways. I said the hon. gentleman was speaking to the country. We are not easily deceived by the tone of the speeches of hon. gentlemen opposite, however they attempt to hide their intentions; and however they choose to tell their followers that they are opposed to a dissolution, we hear it in every sentence that drops from the lips of hon. gentlemen opposite, we can discern it in every statement they make, we know from our experience of these hon. gentlemen in 1878, that they are preparing by disingenuous statements, by concealing half, if not more than half the truth, to beguile the electors of the Dominion of Canada into giving them that support which they received in 1878 by a precisely similar course. But the hon. gentleman goes further, and he boasts of the cheapness of his plan, of the plan which he asked this House to ratify last year for the construction of the Pacific Railway. How can he boast of its being a cheap plan? We have not yet seen the end of it; we can better tell twenty years hence whether the system proposed by the hon. gentleman is a cheap system or not. The hon. gentleman has not yet shown us what advantage there is to the Syndicate, and what loss there is to the country in the monopoly which he has given over the trade of the North-West for twenty years to come;