

mated \$65 each. This is only one of many instances which I could state of the deception which has been practised by these contractors. I did not believe that the Canadian government was aware that they were allowing the contractors to bring over this material unless they had the same agreement with the United States government. Therefore, knowing these facts very clearly, I took up this matter with Dr. Smith, collector of customs, at Windsor, and gave him this information in full. I find, however, that the matter still rests as it was formerly, the contractors are still enabled to bring over all the material and supplies that they desire, while no materials from Canada can be brought over unless it is paid for. Therefore, I write you this so that you may have it before you in detail, and if any other information is desired, I shall be only too glad to forward same to you. I do this believing that the Canadian government has been treated in a manner by these contractors which does not entitle them to any consideration whatever. I remember distinctly a remark made by William Butler, head contractor, when it was found that we could not get the same ruling from our own government, that he did not care as he never would want to bring anything from Canada, and, in fact, no material has ever been brought in from Canada, excepting a few carloads of logs, on which there is no duty.

Now, Mr. Speaker, this is a letter which was intended for the hon. Minister of Customs, and which I received from the writer on the very day he had addressed it to the hon. minister.

Mr. PATERSON. What is the date of it?

Mr. CLEMENTS. February 13.

Mr. PATERSON. Did he say I had received it?

Mr. CLEMENTS. No, he does not say that you had received it. I happened to call on this gentleman at his house, and he had this letter written, intending to have it mailed to the hon. minister, and he gave it to me, as I was going into the matter.

Mr. PATERSON. Did he give it to you to hand it to me?

Mr. CLEMENTS. No, he gave it to myself.

Mr. PATERSON. It looks as if you got my letter.

Mr. CLEMENTS. He gave it in my charge, not to be delivered to you, but to be used in this House. I thought possibly he might send a copy of it to you. In the month of March I asked what quantity of materials had come in free of duty in the construction of this tunnel, and the hon. minister replied that up to the 1st of March, 1908, \$144,525 worth of material had already come in free of duty to go into the construction of the tunnel on the Canadian side. I asked another question on the subject yesterday, and the questions with the minister's reply are as follows:

1. What amount of materials of all kinds have been entered free of duty for the construction of the Detroit river tunnel?

2. What amount of duties have been paid to the government on the importation of materials of all kinds for the construction of said tunnel?

Hon. WM. PATERSON (Minister of Customs):

1. The total value of materials of all kinds entered free of duty for Detroit tunnel is \$229,838.

2. Imported materials of all kinds for the construction of the Detroit river tunnel are free under tariff item 596.

I might say that the main tunnel is being built from the Detroit end. This tunnel is estimated to cost \$12,000,000—the river bed portion \$6,000,000, and the two approaches, at the Canadian end and the American end respectively, from the shore line, another \$6,000,000; so that it would be fair to state that the Canadian end, from the Detroit river to the mouth of the tunnel, would cost \$3,000,000. It seems to me that it would have been a great advantage, not only to Canadian manufacturers, but to Canadian labourers and mechanics if the hon. minister had not allowed that item to have gone in and had not allowed these American contractors to get this advantage. I do not blame them, for if I had been in their position I would have done the same thing. They are Americans looking after American interests, and they do not seem to have any regard whatever for Canadian interests. But I do not want to see them getting this advantage over Canadian manufacturers and Canadian labour, and I think the minister should make a searching investigation into the construction of that tunnel and the methods that are being used there. These contractors, so far as my information goes, have been employing very little Canadian labour, but have been bringing Italians from the other side to do almost all the work on the tunnel. These men are put down in a hole 90 feet deep from the water's edge, and are working under very high pressure at 17 cents an hour, or practically \$1.75 a day. I ask the hon. minister if he thinks that is treating Canadian labourers and Canadian mechanics in a fair manner. I want to say, so far as my information goes, that if any applications were sent to any of our cement concerns asking them to tender, they were asked to tender for the gross amount of cement, which prevented many of them putting in a tender. We have many large cement concerns in Canada, and if they had been allowed the privilege of supplying say one-half the cement for this immense tunnel, which uses so many thousands of barrels, they would have been able to do so, and that would have been a great advantage to our concerns, especially at a time when there is so much depression in Canada in the building business. But instead the American