

the middle section is completed, the two ends will be utterly worthless; they will simply be decaying, and, so far as I know, the middle section of 190 miles is not even located. Now, I think the facts that I have stated with respect to the Pembina branch and the building of those two disconnected ends of the Pacific Railway, and the neglecting of the central section, show an extraordinary amount of blundering on the part of the Government. The Canadian Pacific Railway is being built in a very temporary and flimsy manner. I saw that the Prime Minister compared it to the Intercolonial Railway, the only difference being that the bridges were of wood, while those on the Intercolonial were of iron. Why, the only enduring material used is the steel rails. The bridges and culverts are all of wood, no stone or brick is being used, and the opinion of practical men in that part of the country, with whom I spoke on this subject, is that the life of timber there is not more than eight or nine years at the very outside. On a part of the line—Section 15, as I understand—there would be a good deal of high trestle work. Before the central part of the line can be completed or any useful part of the Railway can be opened, a very considerable portion of it at the two ends, measuring together 228 miles, will, I fear, be far advanced in decay. That is an example of the management of the Government.

Hon. Mr. AIKINS.—The bridges will be rotted down before that middle section is completed.

Hon. Mr. MACPHERSON.—I fear they will. And the mismanagement there is only an example of the most unaccountable blundering which seems to attend their management of all the great works. Take the Welland Canal, just the same sort of mistake has been committed there. I may tell hon. gentlemen who are not familiar with the Welland Canal, that the improvements there are not merely to enlarge the Canal, but to feed it with water from Lake Erie. Now, hon. gentlemen would naturally suppose that, in laying out that work, care would have been taken to have the works that are to connect the Canal with Lake Erie completed as soon as the heavy works along the Canal. Instead of that the

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works along the Canal, including some three hundred feet of lockage towards the lower part of the Canal, are practically finished, while the upper section, the one that is necessary to obtain water from Lake Erie, was, as I am informed, only placed under contract last autumn, so that these works, which cost probably not less than six millions of dollars, will be lying idle for the next two or three years, for want of the completion of the upper section, the cost of which will probably be a million of dollars or less.

Hon. Mr. SCOTT.—A considerable part of the contracts were given out by the late Government.

Hon. Mr. MACPHERSON.—If, after five years of supreme control of the affairs of this country, the hon. gentleman has to fall back upon his predecessors, it is a weak defence.

Hon. Mr. SCOTT.—The useless part of the work was let out first.

Hon. Mr. MACPHERSON.—Probably if the late Government had not been displaced they would have let the upper portion. Why did not the present Government do it? If they had done so two years after they came in, it would have been completed in time. Then there is an aqueduct, which may be considered the key of the whole work. That was only put under contract last year, and cannot be completed for a long time. It is hoped, I believe, that the present aqueduct may be used for a time, that a couple of feet may be scraped off its crown, so that large vessels may pass through the canal, but surely this important work should have been put under contract sooner. Another extraordinary proceeding is the deepening of what is known as the feeder and which in former days conveyed the water that fed the canal from the Grand River, but which will not be required when the water supply is taken from Lake Erie. Notwithstanding this, the Government has, I understand, expended between \$100,000 and \$200,000 in deepening the feeder.

Hon. Mr. SCOTT.—Those works have been under the charge of Mr. Page, who was Engineer of the late Government.

Hon. Mr. MACPHERSON.—My book-keeper has charge of my books, but he is under my instructions. Where is the use or value of a practical Commissioner of Public Works, such as Mr. Mac-