

speculator when the settler could not get an acre of it at \$1 or even \$3, selling to the speculator who is now offering it for \$11 or \$12 an acre although the department have it in their power to cancel the arrangement.

Notice was given to the company in January last to show cause why the agreement should not be cancelled for non-compliance with the conditions and now six months afterwards nothing has been done. Notwithstanding the fact that it has been brought to the attention of the House there will probably be nothing done and I presume that the parties will succeed in making a sale to some other people and get a big rake-off. This is entirely wrong. Why should not this arrangement be cancelled at once? There has not been a compliance with the conditions in any respect. What will you take the chance for? Is it in the interest of the country that this chance is being taken or in the interest of the speculator? How long are you going to wait? What answer has been given? No answer, in so far as we know and yet it hangs on from year to year. The same parties, after a while, will get another order in council passed giving them the right to hold this land. I have another of these files which I have not taken the time to go over carefully yet.

Mr. OLIVER. That makes no difference to the hon. gentleman.

Mr. SPROULE. What makes no difference?

Mr. OLIVER. The fact that he has not read his documents.

Mr. SPROULE. It makes this difference that perhaps they will be hidden in the pigeon holes of the department and the country will know nothing about it until I or some other members of the opposition bring it to light and compel the government to try and get something out of the property that belongs to the country rather than give it away to speculators for little or nothing.

DETROIT RIVER TUNNEL.

Mr. H. S. CLEMENTS (West Kent). Mr. Speaker, I see the hon. Minister of Customs (Mr. Paterson) in his seat and before you leave the chair I desire for a few minutes to draw the attention of the House to what I consider a very important question of interest to every individual in this Dominion. Out of courtesy to the minister I dropped him a note saying I would bring the matter up at first opportunity, but evidently the minister was busy in the province, and although I did not send him a note this morning, I took the chance of seeing the minister in the House and I am glad to see he is present. The matter I desire to

call the attention of the government to is one which affects the United States and Canada. I refer to the Detroit river tunnel which is being built under the Detroit river by a firm of American contractors. I want to draw the attention of the minister and of the government to the fact that the interests of Canadians have not been protected, but that, on the other hand, they have been neglected seriously by the government and the Department of Customs in connection with this important work. While the Americans are getting the entire advantage to be derived from the building of the tunnel, the interests of Canadians have been entirely ignored. In the past American contractors have been in a much better position, because of the undue advantage which they enjoyed, to build international bridges between the two countries and it seems that in this case an undue advantage has been given to these American contractors. If it were a matter of courtesy as between the United States government and the government of Canada I for one, as a public man, would not take objection, but when an advantage is given to American contractors, it seems that I am only doing my duty in protesting against the disadvantage under which, I claim, Canadian manufacturers and labourers are placed by this arrangement. When my hon. friend from Brantford (Mr. Cockshutt) referred to this matter a short time ago the Minister of Customs retorted, referring to item 596 of the tariff, that if item 596 did give to the Americans any advantage he, my hon. friend from Brantford, was a party to having that item placed in the tariff. When these tariff schedules are laid on the table and when the time available for any member of the House to peruse these items is so limited, it is almost impossible to grasp the purport of an item such as No. 596 which I consider is a great detriment to the interests of this Dominion. It seems to me that item No. 596 was placed in the tariff for the sole purpose of benefiting the contractors for the building of that tunnel. Butler Brothers and Hoff, of Minneapolis, have a contract to build this tunnel for \$12,000,000 and I am informed that at the time they accepted the contract from the Michigan Central, labour being very high both in the United States and Canada they figured on not only paying high wages but also on the amount of customs duties they would have to pay under the existing law. But item 596 was subsequently placed in the tariff and it gives them the further advantage of being able to bring in everything free of duty, not only to the rivers edge but practically for the whole tunnel except the open cut. I moved for a return asking for the regulations pertaining to the United States and Canadian customs and so far as I have been able to learn no quid pro quo has been given to Canada for the concession