

large number of emigrants going into that country. By whom were these facilities afforded, Mr. Speaker? Not by the Minister of Railways, who boasts that all the progress of the North-West is due to him and his colleagues, but by the hon. member for Lambton. Since then the depression which prevailed at that time has passed away, and it is not found possible to proceed with an all-rail route to Winnipeg. But, Sir, where are the grounds for all the boasting and the self-glorification to which we listened last night and at which the House was amused, and with which we might have been content to remain amused but for this, that we knew it was intended for the country, and there may be still some people in the country who, if these assertions had been allowed to pass unchallenged and uncontradicted, would have believed that the Minister of Railways had really some claims for their thanks for all that had been accomplished. But what has he really done? He found the sections between Thunder Bay and Red River completed and the railway located further on. He says he has made a further survey, that he has since obtained various improvements in the line. It is possible he has done all that, but the same thing was done precisely under his predecessor. But he had not the letting of these contracts. Now, the letting of these contracts, especially contract B, has caused more talk than the letting of all the contracts under the late Administration. There has been more said about it, whether rightly or wrongly, than about the contracts that have been let for the Canadian Pacific Railway. However, the contract was let and a way has to be provided for the expeditious completion of the work. Even this has not been quite successful, although he tells us that he intends to propose that the contractors shall be paid as they finish their work within the time they stipulate, provided the work be completed in the other time stipulated. Still, so far, the work has not been carried on as the Minister of Railways intended. But he has now been nearly four years in office. He took office when one of these sections was completed, another one nearly completed, and when facilities were afforded them for carrying on the work, when there was nothing more to be done but to let the works out to tenderers. Nearly four years have elapsed, and though he over and over again charged the hon. member for Lambton with delaying it, because he had not within five years succeeded in building the road from Lake Superior to Red River, the hon. gentleman himself, four years afterwards, finds it matter for boasting that he has succeeded in doing what my hon. friend had done five years previous. He takes all that has been done in five years, and he requires four years more to complete the work which he says should have been commenced and completed within five years. Such is the boasting of the hon. Minister of Railways. What else has he done towards opening up the North-West? Nothing as yet. Not an immigrant has yet passed over any section of the railway. But the hon. gentleman says: "Look at a contract let on the Rocky Mountains." Has that anything to do with opening up the North-West. Does any one imagine that that contract has brought a single settler into the North-West? But the crowning glory of the hon. Minister of Railways, is the making of the Syndicate contract, which he claims has changed the whole face of things, not only in the North-West but throughout Canada; and has altered the position of Canada in the eyes of the world and is the means of attracting here a flood of immigrants, of which we have seen not much as yet. We say that the contract is calculated to inflict incalculable injury on the people; that it is a contract which should never have been entered into; that it has not one good redeeming quality, and that it is irremediably and absolutely bad and objectionable. The Syndicate put their hands on the material and sold some of them, they have built 100 miles of railway through one swamp in order to avoid

another swamp, and some 150 or 180 miles on the prairie after the manner I have described. Was that the cause of all the prosperity we hear of? Has that done much towards carrying the people to the North-West? Would they not have been more willing to go if the policy of the hon. member for Lambton had been carried out, if the railroad had been carried, as it was intended it should be, not where it would prove the most profitable to the Company having the contract and having their own interests only in view, but where it would be most profitable to the people of the whole Dominion, and where it would open up most of the lands of the fertile region to settlement? If the railway had been built just as rapidly as was necessary, keeping not merely abreast of settlement, but far in advance, leading settlers into the wilderness, would not the people, knowing they had to deal with the Government, who were responsible to them as well as to the other portion of the people of the Dominion for the management of the road, knowing it would be free from monopoly, have been more ready to have gone into the country when it became opened as it now is rather than when they know that the road has been handed over to a Company which locates the line where it promises to be most profitable, which holds the best region under lock and key, the members of the Government being merely the jailors for the people of that country, refusing them the right to come out of it by any other means than the Syndicate choose to provide. We know that a much larger number of settlers, who will become the strength of the country, would, under those conditions, have entered the country than have done so under the present system. Hon. members who came to look at the matter from a common-sense standpoint, and people who have enquired, will agree with us on that point. Thus it appears that the glorification of the Minister of Railways, instead of being something respecting which they can boast, is, in reality, an act which they must really deplore, for the hon. gentleman has done nothing and the Syndicate has done very little. The Syndicate was to have commenced the Lake Superior section, but nothing has been done, the difficulties having been too great, and although it was supposed that the road would run along the Lake Shore rather than into the interior, that is now a matter entirely unsettled and undetermined. Carrying the line along the Lake Shore was, according to the Prime Minister, the very best thing which the Syndicate desired; but when the Company proposed to pass through the interior then the same hon. gentleman told the people of Ontario that one of the great advantages they would derive from the railway was the opening up of the vast timber region in that portion of the Province. Hon. gentlemen opposite vary their story from day to day, they take up our ideas one day and the next day claim them as their own. This was notable; the case in regard to the hon. member for Quebec East (Mr. Laurier). Hon. gentlemen opposite also took credit for the change made in the standard of the railway; but they hardly knew what was meant at the outset, and our agitation of that point had the effect of producing a change in the policy propounded by the Company. The character of the undertaking had been altered somewhat, but as yet very slightly. I cannot resume my seat without entering my protest against the position taken by the hon. Minister of Railways with respect to the employment of Canadians on public works of the country. If 25 years ago, before we had any considerable experience of railways, objection had been taken to the introduction, not to one or two, but to a whole State of American officials, the Act might be held to be justifiable, but I can hardly imagine that the Minister of Railways himself understood how far he was carried away by excess of zeal on behalf of the Syndicate in this respect. He perhaps did intend to imply that we have not in Canada men acquainted with the management of railways,