

—and I have watched the progress of these provinces for 35 years—an administration which could as readily seek an enquiry into their proceedings as the hon. gentlemen who now hold the treasury benches. The hon. gentleman seems to think no improper expenditures have ever been made in the past. I recollect when his friends were in power the Chats Canal was commenced. The first vote asked for was \$75,000, and the expenditure went on from year to year until it reached \$480,000. And where is it now? It stands as a monument of the utter incapacity of the hon. gentleman's friends for conducting business.

Hon. Mr. CAMPBELL—What has that got to do with this?

Hon. Mr. BROWN—Yet the hon. gentleman talks of \$180,000 for this great work, which if the country is ever to be anything, ought certainly not to be thrown aside. I confess, having been away so long from public life, I am delighted almost with what has taken place to-night. It shows we have passed away from those old times when the hon. Senator and his friends were in office, from the days of the Baby job, the piers and bridges and other works down the St. Lawrence. One hundred and eighty thousand dollars! Why, a million dollars was thought nothing of then! If you could bring back old Baby to listen to this debate, he would think we had got into the most virtuous days ever heard of. Certainly, in his days such things were never thought of. One hundred and eighty thousand dollars for constructing a great work, conducted by day's labor, and going on, with all sorts of investigations being called for! In those days—no one knows better than the hon. gentleman—they scorned even to ask the consent of Parliament to large expenditures. They gave a contract out for \$30,000, and took a vote for that amount, and then, next year, when the Public Accounts came down there was probably \$500,000 expended, of which \$470,000 had never been voted by Parliament. The hon. gentleman surely does not mean to say that when the Government come down and propose a scheme to Parliament, and that passes both Houses without objection, and then come down next year, report the progress they have made, and ask for more

Hon. Mr. Brown.

money until the enormous sum of \$180,000 is expended to the present day, that an investigation is necessary. Does the hon. gentleman mean to say, with all the figures in these books, with the pile of volumes before him, with an amount of information with regard to this work, which you would scarcely find in connection with the Intercolonial Railway in all the years the hon. gentleman's friends were building it, that he has not information enough? If he wants information how is it he goes to work to write all these pamphlets and comes here and tells us all he does? The hon. gentleman and the hon. Senator from Kingston, and my hon. friend from Toronto (Mr. Aikins) went a journey to see this work, and they come down and they tell us their experience, and yet they want more than that personal experience gives. They come and bring up their personal experience, and represent this as something extraordinary, but when closely examined, it appears to be one of the most correct and carefully and economically done things I ever heard of. I do not intend to detain the House long upon this point. It appears to me the whole thing lies in a nutshell. I do not speak of the very able and straightforward, and, it appeared to me, very complete answer given by the Secretary of State; but, taking the statement of the hon. gentleman himself, it is perfectly clear that the whole thing arose in the most natural way—that the railroad was originally intended to be run in a different line from that which is now taken. The hon. gentleman says—"why didn't they wait and send engineers?" I suppose with all these enormous public works on hand, there was an immense demand for all these professional men. The Premier could not have gone himself to see it. He could only trust to such information as he could obtain, and it is evident he took the earliest opportunity to proceed with the work. We were pledged to construct a railway to that North-West Territory and draw immigration there as soon as possible. All the difficulty seems to have arisen about that central link, which seems to be so costly, and to require such a long time to execute it that it appeared to stand in the way of getting direct communication between these Provinces and Manitoba. What more natural than that he should use those water-courses as far as