

struction of this railway. As we found out afterwards they passed also about the same time charters for rival lines. Their proposal then was, as it is now, to build, though on different terms, by means of a private company assisted by a subsidy of money and lands. They chartered a company which undertook the construction of that road, but failed. What then did they do to show this extreme energy, their great zeal for opening up the North-West. They had their surveying parties out it is true, and spent \$1,500,000 to \$1,750,000 in a work of surveying the North-West. During all the twenty odd months they were in power those men of unbounded energy and great ability did not locate a single mile of that railway. Nothing but the most scanty information was obtained by them. When the hon. member for Lambton was called upon to form a Government he had to meet this heavy obligation, and what support did he receive from hon. gentlemen on the other side? How was it that the very policy since pursued by the hon. gentlemen themselves, as the only policy under the circumstances, was attacked and derided by them. We all know how year after year the hon. Minister of Railways denounced the policy of the hon. member for Lambton, laughed to scorn his proposal to use water stretches, and demanded that an all-rail route should be commenced and completed from Nipissing to Nipigon and from Nipigon away across the prairie to the Pacific Ocean. Hon. gentlemen complain because we sometimes object to their policy. We are obstructionists, traitors to Canada, because we do not choose to agree with every thing they do. But during those years the hon. Minister of Railways never ceased to find fault with the policy of the hon. member for Lambton, never ceased to hold it up to the ridicule of the country. The hon. member for Lambton proceeded with his work, and as he came to the end of his term he was denounced for having done so little. The hon. gentlemen succeeded. What have they done? When the hon. member for Lambton went out of office he left the line between Thunder Bay and Winnipeg almost completed at both ends. He had surveys made over and over again so as to obtain the best possible route, through one of the most difficult countries in the world. There were difficulties to be encountered that perhaps might have been obviated. The railway was not completed as cheaply perhaps as it might have been, after some time had been devoted to the work of survey and examination, but it is very easy to be wise after the event. What did the hon. member for Lambton do then that he ought not to have done; where was he wanting in ability or energy? Did he not push this work forward in all directions? He put those sections under contract. It is now said he did so too soon. Perhaps he did. At all events we had not sufficient information. One of the results of the Commission of hon. gentlemen opposite which has acted as a boomerang in retorting upon themselves is that it has exposed their mode of doing business and defended in every possible respect the policy of the hon. member for Lambton.

Mr. BOWELL. You have not read the report.

Mr. ANGLIN. I have devoted a great many hours to the report, and I find that with every disposition manifest upon the part of those selected to bring in the hon. member for Lambton guilty of some dreadful malfeasance, they have not been able to do so. Every one of those old charges were revived; they fished for evidence in the endeavor to find something that would tell against the hon. member, but in vain. They are now making charges against the chief engineer, Mr. Fleming's mode of conducting the work, which was not at all to their satisfaction. They find great fault with him and all employed under him with regard to the work along those particular sections, and with the mode of letting those sections. Mr. Fleming has always maintained before Committees of this House

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that letting the work by schedule rates, as was done, it made no difference in reality whether the actual quantities were ascertained nearly or not. They do not pretend to argue that the hon. member for Lambton, as Minister, was guilty of any improper conduct in acting upon the advice of his chief engineer in the matter, or that he wilfully did anything wrong, and their opinion as against that of the chief engineer, must just go for what it is worth. But this much was ascertained, that the quantities were not properly ascertained before the work was done; that the amount of work to be done, and actually done since, was largely in excess of their estimates; but as Mr. Fleming says, it does not matter much if it had been correctly ascertained what were the original sums calculated on the schedule rates. They would have been very much larger than they were, but the country has actually paid no more. But the hon. member for Lambton is now charged with having been too precipitate in letting these contracts, though at the time the charge was that he was not going fast enough. The continual cry in those days was that he was not going fast enough. But the hon. member for Lambton, when Minister of Railways, proved that he was in earnest. He pushed that work as fast as possible. When he had proof that the original surveys were defective he had new ones made. When he found it was necessary to alter the location of portions of the road that were let, he did not hesitate to alter them to points where the water-stretches might be utilized. He had surveyors all through that region and beyond the Rocky Mountains, to find out the most passable pass. No man in the Dominion has done more than the then Minister of Railways to secure a passage to the Pacific coast as far north as possible. The Minister of Railways was never tired of dwelling upon the value, extent and fertility of the Peace River district; he never tried upon the Ministry of that day the importance of constructing the road so as to open up that district. Well, the hon. member for Lambton seems to have had the same view; he appears, at all events, to have thought that the view might be well founded, for I find he surveyed the pass and made the greatest efforts to find a passage to the Pacific coast north of the Yellow Head Pass. Everything in fact was done that the Minister could do, whatever might have been the faults of the engineers employed on the works, to ascertain the best possible route to the Pacific coast, and to ascertain it as quickly as possible. Meantime the policy of the Government then, like the policy of the present time, was that it was desirable to open up the prairie region as soon as possible, that the first work to be done was to build as good a road as could be built with the easiest possible gradients, running from west to east, between Thunder Bay and Red River. Another work, the importance of which could not be over-rated, was the Pembina Branch, as a means of opening up the North-West Territory. Why was that not constructed at once? Simply because there was no railway with which to connect. The Northern Pacific Railway, as we all know, had become a failure, other roads up there had broken down, and therefore it was useless to push the Pembina Branch. But just as soon as there was a probability of being able to get railway connection the construction of that branch was pushed forward. As the hon. member for Brant said a while ago, not a man, woman or child in the North-West to-day has reached that country over a part of any railway built by the present Minister of Railways. Every one of them has gone in over the branch built by the hon. member for Lambton. In the old times it required eighteen or twenty days to go merely from the frontier up to Winnipeg. Now, Sir, a few hours will carry an emigrant to the North-West over the same road. And because facilities are greater to-day, because there is a railway system to-day by which you can take a car in this city and be carried in that car to Winnipeg, is the reason why we see such a