

House, but yet they were men. This is the letter. It is dated Hamilton, 29th April, 1886, and is addressed to me. It reads:

"Sir,—Since my name has been freely mentioned in connection with the North-West Central Railway matter, at present under discussion, it is reasonable for me to state the facts so far as I am concerned.

"During the summer of last year I was in conference with certain capitalists, prominent among whom was Jesse Farewell, Esq., of Detroit, in reference to procuring the contract to build said railway, and the terms having been fully agreed upon, I was authorised to visit Toronto and submit a proposition for building said road to the president, James Beaty, M.P. In consequence of this understanding, I went to Toronto on 16th September last, for the purpose of interviewing Mr. Beaty in the premises, and if possible to procure the contract to build the road. I met with E. A. C. Pew, Esq., in Toronto, and that gentleman accompanied me to Mr. Beaty's office and introduced me to Mr. Beaty. I at once stated the object of my visit to Mr. Beaty. A general conversation ensued, during which I submitted to Mr. Beaty, for his consideration, a type-written form of contract and particulars, which had been agreed upon between myself and friends. After engaging to submit said contract to such of the board of directors as were then in Toronto, he made an appointment to meet me at his office again. Subsequently, upon the same day, I called at Mr. Beaty's office and submitted to him my proposition in writing, definitely stating what I was prepared to do in respect to building the road (a copy of said proposition is attached hereto). Mr. Pew was present at the time I submitted said proposition to Mr. Beaty. Mr. Beaty read the said proposition carefully and then said: 'This is all very good, but you see there is nothing in it for the boy.' He then told an anecdote which was apparently intended to illustrate his remarks and give me to understand that 'the boy' represented himself, and possibly his associates on the board of directors. I then understood Mr. Beaty's personal intentions. Mr. Beaty then demanded \$1,500 cash bonus per mile, together with all municipal bonuses which might be granted in favor of the board, and also he (Mr. Beaty) must retain the management by holding a majority of the stock of the company. To this I was not prepared to assent, &c."

And I have a letter here showing that Mr. Beaty was introduced as a member of the Government, and he did not deny it, and at another time he said he expected to be sworn in Minister of Justice right away. That, of course, has nothing to do with the question, but the president of the North-West Central Railway says this letter is not true. I am going to accept his statement as a member of Parliament, but I am also going to give fair play to the men who made these statements, whoever they are. Mr. Pew's letter is in print, in which he states: Mr. Beaty demanded \$1,500 a mile, and that there was nothing for "the boy." Mr. Pew makes that statement, and says he is prepared to swear to it, and this man McConachie winds up his letter by stating this:

"You may consider the foregoing to be my sworn testimony, and make any proper use of it you think necessary."

Mr. Pew does the same, and he writes from New York, and this man writes from Hamilton. So much for those two. I said: "Well, you are selling a charter." The Minister of Interior, who comes to the rescue, says there is not a word—I took down his language—not a bit of ground for the attack of the member for West Toronto; not the head of a pin—nothing. Now, Sir, the member for West Toronto (Mr. Beaty) says Mr. Pew and Mr. McConachie are both perjurers, and the Minister of Interior says the same. But I have got now a statement to which I am sure the Minister of Interior made no reference, although I alluded to it this afternoon. He made no reference to it; whether he thought I had forgotten it, or that I had spoken once and could not speak again, I do not know; but, at any rate, he did not allude to it, after declaring that these men were perjurers, following in the wake of the hon. member for West Toronto. I read this afternoon a document which the member for West Toronto signed by his own sign manual: "James Beaty."

Mr. WHITE (Cardwell). Is that the Macdonald contract.

Mr. WOODWORTH. Yes.

Mr. WHITE (Cardwell). I referred to it.

Mr. WOODWORTH. I beg the hon. gentleman's pardon. I was listening to him; I accept his correction, but he must have made a very slight reference to it. That Macdonald will allow the rate of \$1,600 per mile to be de-

ducted each monthly estimate. They would not allow him to go six weeks, or five weeks, or even four weeks and one day. No, Sir; monthly estimates, and they must have their title—\$1,600 per mile, which shall be paid over by the company. I beg the pardon of the Minister of the Interior; I find he did allude to this as I have it in my notes. He says this money will go to the ordinary expenditure. He says what about the rolling stock? Everybody knows that \$1,600 per mile will put on the rolling stock and build every car and engine. I know it. I know the locality, and I know what they are built for. The grading of that road will not cost over \$3,000 per mile. Where is the rest of that \$12,000 for rolling stock, and how could the Minister of the Interior make this statement, except by doing like the hon. member for Richmond and Wolfe (Mr. Ives), only a little more speciously—"by rushing in where angels fear to tread." All I can say is I never want him to make for me a defence like that. Do you suppose this company—do you suppose this open-hearted, generous, large minded president, who is always known amongst his fellows and everywhere as an open-hearted man, as a great philanthropist, as a sort of John Howard—do you suppose he would take that money for anything else than put in his pocket? He is the company; he controls the company. His friends said that he had a right to control it. They did not call him by his christian name, but they said: "You keep it." He said: "I want \$1,500 put in the bank," but he never thought of saying what others said for him, he never dreamed of saying—it was the ingenious man, the old veteran who has fought many a well fought field, that found out the specious excuse. Why, said the Minister of Interior, this was for expenditure on roads and things. I know the member for West Toronto (Mr. Beaty) felt like going and hugging him—if it had been parliamentary—for making such an excuse, which he did not think of himself, for the hon. gentleman is not fertile in expedients. Well it was not to pay the interest on the bonds but what else?

"And will pay one-quarter of the company's old indebtedness for work done on the old grade. Macdonald will pay for working up bonuses in all places but Brandon. He will also locate and pay for laying out the town sites. Macdonald will furnish a bank guarantee for the interest for the whole of the bonds for two years from the date of their issue."

Well, if I calculate aright, if they built 200 miles at \$1,600 a mile, they will have \$320,000, and in two years they could have had that done. That is what they were promising; they were backward at first, but they were going to rush things. They were going to have \$320,000 right away—for expenses and things. Now, I would like to know what legal mind in this House will defend the action of the hon. member for West Toronto. The Minister of Justice has a subtle legal mind; but he has gone out; he has not wrestled with this subject. Only the Minister of the Interior has wrestled with it; no other Minister dared to touch it; but he took it up, turned it around, and looked at it, and excited the envy of everyone who heard him, and the undying admiration and love of the hon. member for West Toronto. I have shown that "the boy" wanted \$1,600 a mile, and that he never pretended that he wanted it for things, or for anything but himself; but, said the Minister of the Interior, won't the company be liable for all time? Where is the company when he gets \$320,000, and puts it into his pocket? Why, it was thought necessary to put a clause in the Canadian Pacific Railway charter to bind the company to operate the railway for ten years for fear they would back out. But where is the clause to say that the hon. member for West Toronto shall stay in the company one hour more than he wants to? Yet the Minister of the Interior talking to men with more experience in railway matters than I have, deliberately told them, with all the oratorical and graceful flourishes that he is capable of, that the bonds are not on the company, but on the road,