

gentleman's temperament. He is of a somewhat excitable temperament, if he will allow me to say so, as he is in the habit of discussing my character and temper in the House. I think the hon. gentleman is of a somewhat excitable temperament; and I have been charitable enough to assume that he has acted simply on the impulse of the moment, and that he has not realized how unpleasant his interruptions were, and how very disagreeable his remarks occasionally were to those to whom they were addressed. But the hon. gentleman has not that excuse to-day. We have the fact of the hon. gentleman coming in here with a deliberately prepared speech, and beginning that speech with a deliberate insult to a member who had spoken on a previous occasion. The hon. gentleman began his speech by referring in language the taste of which was as bad as its English, to my "unable" effort on a previous occasion, and to the fact that I had been "floundering." I could understand the hon. gentleman getting up immediately after I had done and making that remark, but speaking that way in cold blood after the lapse of 24 hours is a thing that does very little credit to the hon. gentleman's heart, whatever it may do to his head. Then the hon. gentleman said before he closed that I had made a statement without any authority. I do not think that I am very often convicted here or elsewhere of making unfounded statements, and I say with regard to that statement as to the non-payment of contractors for work done on the Pacific Railway North of Lake Superior, that I have the very best authority. Those statements have been made in the press, and have not been denied. I have the authority of men who have been here in Ottawa for weeks and months waiting for their money, and have been unable to get it, and that is the very best authority. So far for the hon. gentleman and the personal statements in which he has been kind enough to refer to me. The hon. gentleman dealt at considerable length with the whole question of the Canadian Pacific Railway. I do not propose to follow the hon. gentleman except as to two or three points. As to the Kicking Horse Pass, he said the company had secured the services of one of the best mountain engineers in the world, Major Rogers. I do not take Major Rogers' character on the hon. gentleman's authority. People are to be judged by their acts, and we do not know very much about Major Rogers here in Canada. We know however that the pass which he professed to have discovered had been discovered years ago; that in the first place it had been partially examined by Mr. Moberly, on behalf of British Columbia, as far back as 1865; and that it had been examined in 1874 by Mr. Moberly for the Government of Canada, and was condemned at the time. The Yellow Head Pass had been carefully examined by the Canadian Government engineers and had been approved of. The Canadian Government—the Government of the hon. gentleman's friends as well as the Government of the gentleman whom I followed—had caused very careful surveys to be made, and they had deliberately, after years of consideration, selected the route of the road, and that selection had been embodied in a statute—not an Order-in-Council, but a statute. Now, at the suggestion of this American engineer, who was, probably, anxious to figure as a discoverer, they select, without sufficient consideration, the Kicking Horse Pass. I do not profess to know as much about railways as the hon. gentleman from Niagara, but I feel satisfied at this moment that if the Canadian Pacific Railway Company were back where they were before the Kicking Horse Pass was selected, they would not select that pass, but would adhere to the pass which had been selected by the Canadian Government engineers. I do not see why the hon. gentleman should be so anxious to decry our engineers, and to give the country to understand that after years of patient investigation they knew nothing about the proper pass through the mountains, but that this distinguished American, who came among us as the hon. gentleman has come, I presume, for our good, and actuated simply by a desire for the good of Canada, was the only one who could discover it. Then, the hon. member, in speaking about the wisdom and skill which characterize the Canadian Pacific Railway Company, forgot to refer to their wonderful feat of paying two and a quarter millions to build the Algoma branch, and then allowing that branch to