

sted with other members in this House. It is really an alarming state of things that railway men are so scarce in this country, and that there is not enough enterprise outside of this House, but that they are obliged to come into this House to get gentlemen to construct these railways. When they built the Canadian Pacific Railway, did they take members in this House to construct the railway? Did not that road go speedily enough to suit the country? Did they then plead that it was a necessity, that they could not get anyone outside of the House to build that railway? That great railway they gave to gentlemen outside this House, but in this instance they are obliged to act in the interests of Manitoba. The hon. member for Perth (Mr. Hesson) spoke of the burning necessity of that road, and of the commendable enterprise manifested by the member for West Toronto in going up into the North-West and building that road for these people. They knew nothing, apparently, about building railways, and were obliged to come to the hon. member for West Toronto, to take a lawyer to construct the road. Now has it not a peculiar look about it?

Mr. MITCHELL. It looks funny.

Mr. LANDERKIN. The hon. member has associated with him the member for Centre Toronto (Mr. Hay). Well, it is very nice to see the members for Toronto West and Centre united and pressing together so energetically in getting railway facilities for Manitoba. They have associated with them the member for Bonaventure (Mr. Riopel), the member for Rimouski (Mr. Billy), and I believe the member for Pictou (Mr. Tupper) is also on that board. Well, it is a gratifying thing to the people of Manitoba to know that there are such benevolent members in this House who are prepared to sacrifice their comforts to construct railways for the people of Manitoba, and who receive 6,400 acres of land per mile, when the construction of it, perhaps, is not worth more than 640. Why, in Ontario there were many railways where the engineering difficulty was very much greater, and where the obstacles were very much greater, as in the case of the Stratford and Lake Huron Railway, which was built for something like \$3,000 a mile.

Mr. IVES. Tell us what the rails cost.

Mr. LANDERKIN. If the hon. member for Richmond and Wolfe will bear with me, I will come to him presently.

Mr. IVES. But tell us what the rails and the ties cost that were put on this \$3,000 a mile railway?

Mr. MITCHELL. Dry up, Ives. Give him a chance.

Mr. LANDERKIN. I will tell you just as much about rails and ties before I am done, as you will want to hear.

Mr. IVES. You don't know anything about it. You know more about physic.

Mr. LANDERKIN. The hon. gentleman says I know nothing about it. The hon. member knows about cattle, because he has a ranche down in Texas. He is one of these patriots.

Mr. IVES. Now he is going to be amusing.

Mr. LANDERKIN. He is one of those patriots, one of those loyalists—

Mr. IVES. Who don't take up land in the North West.

Mr. LANDERKIN. Now, Mr. Speaker, I must condemn this. I do not care who the man is, I condemn that principle, I believe it tends to demoralise this Legislature; I believe it tends to degrade this Legislature. I find again

that the hon. member for North Hastings, who is the Minister of Customs in this House, thought it not beneath him to approach this Legislature for a railway of which he was president, the North Hastings Railway which received from this House \$1,500 a mile, or \$10,500.

Mr. BOWELL. The hon. gentleman should stick as near to the truth as possible. I was president of that road four or five years ago. I have had nothing to do with it for that length of time, neither do I own a single dollar's worth of stock at the present moment.

Mr. LANDERKIN. We may just as well take the statements as they fly.

Mr. BOWELL. I admit I was president of the road, but not when that application was made.

Mr. LANDERKIN. I get my information from the "Parliamentary Companion," and the hon. gentleman when he stands up—

Mr. BOWELL. I know the hon. gentleman does not wish to misrepresent me. I stated that when that application was made to the Grand Trunk on behalf of that company for aid, in order to enable them to complete it, I had nothing whatever to do with that road, and have not had for some years. I think the "Parliamentary Companion" says I was, not that I am.

Mr. MITCHELL. I notice you helped the Grand Trunk.

Mr. BOWELL. Yes; and I will be glad to do so again.

Mr. LANDERKIN. I want to put this matter right. I do not want to be accused by any member of this House as standing up and making statements that are untrue. I do not care who the member is, I want him to understand I am not in the habit of doing so. I read my information from the "Parliamentary Companion:"

"He was for eight years Grand Master of the Provincial Grand Lodge of Orangemen, is president of the Belleville and North Hastings Railway, was editor and proprietor of the Belleville daily and weekly *Intelligencer* newspaper for a lengthened period."

But it appears that he has not discovered the way to utilise it like the Minister of the Interior, who was younger in the House, but older in the arts. Well, the hon. member for Pontiac (Mr. Bryson) is a director of the Pontiac and Pacific Junction Railway. I see he is not in the House, but I would not fear to make the statement if he were here. I make it from the "Parliamentary Companion," and I presume he is responsible for the statements contained therein. That road received \$3,200 per mile, or a total of \$272,000. I would like to know how he votes. I understand that his father is a good Reformer, that his brother is a good Reformer, and I will leave it to you, Mr. Speaker, to this House and the country to say whether this has anything to do with the way he votes. The hon. gentleman for Westmoreland (Mr. Wood) is President of the Caraquet Railway.

Mr. BLAKE. Gloucester.

Mr. LANDERKIN. He received \$3,200, or a total of \$76,800. Now, I do not say that this is all that has been voted to that railway, but that is all that was voted in one year. I see that the Secretary of State, the member for Terrebonne, is also director of a railway, and I presume that he will look after the interests of that railway.

Mr. MITCHELL. He is getting a pretty good slice of that railway.

Mr. LANDERKIN. I see that the hon. member for Stanstead (Mr. Colby)—and it is a strong sense of public duty that leads me to speak of this hon. member, for I