

Was it the hon. gentleman who built the St. Paul and Minneapolis Railway and extended that line of railway that runs north of Chicago from Minneapolis to St. Paul and St. Vincent? He knows well that the development of the North-West depended entirely on the completion of the American railways, and that were it not for the completion of that system, that development could not go on more rapidly than it did three years ago. The road from Emerson to Selkirk was completed, and in fact the house was all but erected when the hon. gentleman came into office. All he had to do was to enter in, and when he did he looked around at the magnificent superstructure which his predecessor had reared, he expanded his arms in that rhetorical manner in which he often expands his imagination, and said: "Behold the magnificent superstructure I have erected; look at this vast system of railways that is due to my foresight, due to my genius. See the locomotive crossing the prairie from Winnipeg to Moose Jaw Creek. See the road built from Thunder Bay to Winnipeg, ready for immigrants by the 1st July. See the land boom in Winnipeg which I by my genius have created. See what I have done, me, the great Minister of Railways, me, the apostle of engineering of syndicates and monopolies; the most wonderful inventor, shall I call him? No; the most wonderful high priest of economy that we ever knew in Canada." I congratulate the hon. gentleman on entering in, on the eleventh hour, and claiming credit to himself for what others have done. A more honorable man, a more generous man, would have given credit to whom credit was due. The First Minister, the other night, talked something about the cuckoo going into the linnet's nest and taking possession of her eggs. The hon. gentleman has done the same thing with the hon. member for Lambton. He found a nice nest—he found the road to Kamloops was almost completed; he had scarcely to chip the shell; he looked at that and *presto!* the eggs were all hatched; then he turned round and said: These are my eggs, I hatched them; these are my chickens, and I will do the cackling. I was astonished at the hon. gentleman, and trust we will have no more of this boasting and this self-glorification. I hope the hon. gentleman will hereafter give honor to whom honor is due, and I think that if he does cross Moose Jaw Creek and Kicking Horse Pass and connect the railway at Kamloops with the British Columbia system of railways which we surveyed and located, and if he does go to Port Moody on a Canadian Pacific Railway by-and-bye, as an ex-Minister of Railways, then we will rejoice to know that this great system is completed, and that Canada has a trans-continental railway worthy the ambition of this young Dominion.

Mr. PATERSON (Brant). There were a good many bold things said by the hon. Minister of Railways in the House, but I think perhaps the boldest thing he ever uttered was that the Opposition would be afraid to touch upon the subject of the Canadian Pacific Railway. He thought that the events which had transpired since the subject was under discussion in the House last year were of such a nature that our mouths had been effectually closed, that it would be impossible for us to approach the subject because of the deterrent influences of either fear or shame. Such was the bold avowal he made in our hearing; and, Sir, it must have seemed extremely ludicrous to you, sitting in your chair and observing the actions of both parties in this House, to observe that the hon. Minister of Railways had challenged debate and invited in this marked manner a discussion on this subject; that while seven or eight members of the Opposition that he said would be afraid or ashamed to touch upon this subject, have been forced to rise one after another without one gentleman on his own side daring to rise in support of the position he took. Sir, the same silence that characterized those hon. gentlemen when, on the night that we were kept here till eight o'clock in the morning a year ago, the hon. Minister of Railways had influence enough to lead them up

to a silent voting down of principles that stand recorded in the Journals of the House, placed there by members of the Opposition, he had not influence then to cause them to open their mouths to defend the votes they gave, and following their course of last Session not one of them has attempted a defence of the act perpetrated last Session. The appeal of the hon. gentleman has been in vain. Not one of them has dared to rise in his place to utter one word in justification of the iniquitous bargain made at that time, in marked contrast with the seven members who have spoken from the Opposition side. If the hon. gentleman desires it there is not one of that little band but is ready to rise, and every one of them affirm that every resolution they voted for before they would re-affirm to-day. There is not one member of that band who is not ready to re-affirm to-day that every event that has transpired from that day to this has strengthened the position he took at that time. Sir, what was the debate? The Canadian Pacific Railway debate will long be remembered. It is written in the annals of the history of this country, it is printed upon the Journals of the year. Sir, after the Minister of Railways ceases to be Minister of Railways, after the members of this House cease to be members of this House, after we have all passed off this stage, there will be found recorded the votes of hon. members composing the Parliament of 1881; and, Sir, I for myself say that I am glad, if I leave any posterity behind me, that not one of these shall have to blush to find their father's name recorded in favor of a bargain while the men who voted for it dare not rise and defend. Sir, what was the nature of the bargain? The Government came down to the House and put a statement into the mouth of His Excellency which was not correct. They came down to us at the commencement of last Session and told us they had entered into a private contract with certain capitalists to build the Canadian Pacific Railway and take it off our shoulders. That is not true, as I understand it to-day. It is not true, I believe, if the Journals of the House are to be taken for an authority. Was a contract made by the Government with certain contractors to build the Canadian Pacific Railway, I ask? If so, why the invitation for tenders, several of which were opened only a few days ago, to build a portion of it? If so, why are we to be asked to vote millions of dollars to go on with that work? No, Sir, a contract was not made with certain capitalists to build the Canadian Pacific Railway, but a contract was made to build certain portions of a railway which, when completed, with other portions to be completed by the people of Canada, was to constitute the Canadian Pacific Railway. Now, Sir, this is purely a question of business, and business men are not afraid to approach it and to consider it on a business basis. What was the estimate of the cost of the work the Syndicate was to construct, the Minister of Railways himself, giving the figures to the House; these figures were \$48,500,000—\$15,500,000 from Jasper to Kamloops, \$13,000,000 from Selkirk to Jasper, and \$20,000,000 from Thunder Bay to Callander. Those were the figures given to us by the hon. Minister, and if he dares to deny them I can refer him to the pages of the official *Mansard*—given to us only a few months before he set out in his negotiations with these very men to whom he gave this contract. The hon. Minister stated that he had taken Mr. Sandford Fleming's figures, a man whose ability was only exceeded by his caution, and however much those figures might be reduced he was sure they could not be exceeded. The hon. Minister came down fortified with the report of his engineer to that effect. Then we have the Minister of Railways fixing the price, the Chief Engineer under the Minister of Railways corroborating the price—the price, the cost of the work to be done by the Syndicate at \$48,500,000. What did we give them for this work? \$25,000,000 in cash—there is no trouble in arriving at that value—and 25,000,000 acres of land. What price