

the baths in the hotel, and that would spoil the whole object of the Bill. On the other hand, if they are not free, instead of preserving these springs for the use of the public, the Government propose to preserve them for the use of such speculators as they choose to put in control of them. That is what we believe of the whole Bill—it is a speculators' Bill, one to enable the Government to go into a speculation with some of their friends. We know that they allowed one of their friends, Dr. Orton, a late member of this House, with Dr. Brett, to put up a hotel at these springs. We were told that the Canadian Pacific Railway Company were also putting up a hotel. We have not been told whether anybody else is to build, or whether anyone else has been refused permission to do so, or whether the privilege of doing so will go by favor. I fear it will be the latter. Kissing goes by favor, the old proverb says, and I suppose it will be so with the right to build at these springs. We believe the object of this Bill is not to keep them for the benefit of the public, but to shut them up from the public and put them into the hands of speculators. That is the impression the public will have. What I particularly ask for now is an explanation of the expenditure of this \$46,000. What has been done with it so far, and what is intended to be done with the rest?

Mr. WHITE (Cardwell). I have already explained that the expenditure up to this time has been for building roads and bridges.

Mr. CASEY. How many miles of road?

Mr. WHITE (Cardwell). The road from the springs is three miles long running up the side of the mountain, and if the hon. gentleman knows anything of road building, he will know that that cannot be done for a very small amount of money. I have the opinion of a practical man, Mr. Van Horne, who is a good authority, that it is the cheapest piece of road he has ever seen in his life. As to the \$31,000, that is for work partly completed and partly going on.

Mr. CASEY. What is the work?

Mr. WHITE (Cardwell). Building a light carriage bridge across the Bow River. The bridge there last year was a mere temporary bridge to enable a carriage to pass over. Arrangements have been made for that work, and a contract made in connection with it. The work has been done by day's work under the superintendence of Mr. Stewart, and I think those who go there will say that the work is more economically and better done than if it were done under the ordinary system of contract. Then there is the work connected with the bringing down of the water from these springs to the hotels. As to the insinuation of the hon. gentleman, it is unworthy of him, and does not deserve an answer.

Mr. CASEY. It is all very well to answer an imputation sustained by evidence in that manner, but the country will know what such an evasion means. The imputation I have made will not be answered, because the hon. gentleman cannot answer it. The Bill bears on its face the evidence of a job, all the more on account of the hon. gentleman's pretended contempt of the accusation. The hon. gentleman says it is only the money given last fall which was used building the road to the High Springs, three miles of road, \$15,000, and that the \$31,000 is to be used partly for the bridge and partly for something else which he did not explain at all.

Mr. WHITE (Cardwell). I may tell the hon. gentleman that it is the question of the reservation of the park which we are now discussing. When we come to the Estimates, I will give the fullest particulars as to each item of expenditure.

Mr. CASEY. I am referring to money which has been unconstitutionally spent outside of the Estimates on the

park, before we agreed to make it a park or to give the hon. gentleman a Bill at all, and we have the right to know what was done with the money. The hon. gentleman should have been ready to give us the fullest details, and he promised to give us those details when we last discussed the subject. There is another matter the hon. gentleman did not tell us about. He said the Government were laying out a town site and that applications had been put in for 15,000 lots, and he also told us that the lots had not been surveyed in sections. On the map I find the site is laid out in sections; I find it is all laid out in squares. The hon. gentleman says no, then the map is wrong. There are several townships laid out which cover all the timber and coal land included in the park and the springs themselves.

Mr. WHITE (Cardwell). There are no sections on that map.

Mr. CASEY. Will the hon. gentleman trust his eyes if I hand it to him?

Sir JOHN A. MACDONALD. There is a difference between squares and sections.

Mr. CASEY. This is a regular township—townships 25 and 26, ranges 11 and 12.

Mr. WHITE (Cardwell). Townships are not sections.

Mr. CASEY. Township, range, and section are all laid down on this map. Perhaps they have been laid down on the map without being laid down on the ground. The very part where the coal lands are has been laid down in sections, but the hon. gentleman tells us the Canadian Pacific Railway Company is going into a speculation with the Government, and, therefore, will not object to giving up their sections. That is what we have been thinking. They are going in snags on the profits, as well as certain private speculators, and the reservation is partly for the railway company and partly for private individuals. Now, we have had already a great mass of inconsistencies and contradictory statements with regard to this matter, and it is, perhaps, hardly worth while to challenge any more statements, but the hon. the Minister has not told us what he estimated would be the total cost of putting this in shape. Of course we cannot expect details of that until we can get the Estimates, but we should have the details of what has already been expended. I ask for an approximate estimate of the total cost of putting the park in shape, and that is what the hon. gentleman promised us.

Mr. BLAKE. With reference to the ground itself, I understand that in a former discussion it was stated that the claims of the Canadian Pacific Railway to lands along the line terminated in a point east of this reservation. Today I understand the hon. gentleman to qualify that statement by saying the Canadian Pacific Railway is co-operating with the Government in the enterprise, and consequently there would be no difficulty; but we would like to know whether the assurance of the Government is dependent on the fact that the Canadian Pacific Railway has no claim, or upon the hope that having a claim they will not adversely state it.

Mr. WHITE (Cardwell). The first reservation made of the park by Order in Council was all west of the Canadian Pacific Railway. The line that has generally been assumed is the western terminus of the Canadian Pacific Railway land; when I spoke I had that in my mind. The larger area which is now proposed to be reserved under the report of Mr. Stewart, who is in charge of the works there, goes eastward of that boundary, and, of course, if the Canadian Pacific Railway had the right and did take the odd sections in it, which are no part of the springs, there would be no expenditure on that portion.