

Journals of the House proving beyond question that before Chew Bros. got the Order in Council ratifying the exchange of these islands for the quarter of Capreol township they had to assign it to Mr. Munro's agents. Mr. Munro paid Cap Sullivan \$4,000 in addition to the \$28,000 to Chew Bros. and half of that \$4,000 was paid to Taylor the clerk in the Crown Lands Department. In making that investigation we were obstructed by the Government right and left, in fact the matter came out by accident almost. Mr. Munro we are told sold for \$70,000.

Now we were told there were four cases, perhaps more, in which Cap Sullivan and Taylor shared in the profits of such deals. The first was the Shannon deal which Cap Sullivan told us about. He said there were no other such deals. Then Taylor was put in the box and after considerable pressure he confessed that there was a division in the case of Chew Bros. and he said there were no more such cases, and we were not able to get at the other cases. I have had similar cases brought to my attention this session but I have not the information to permit me to make the charge on my responsibility as a member of the House that these cases really occurred. But judging by past experience I believe that these charges are true. But neither myself nor any other member of the Opposition can successfully criticize the work of any department from the Opposition because our investigations are blocked, and I say that for this reason it is absolutely necessary that there should be a change in Government. In every attempt to get at the facts we have been systematically obstructed and no opposition in dealing with this Government has any chance to find out what is really going on (Applause.)

We have had a statement as to the debt of the Province. We are told that there is a surplus of two and a half millions. I have dealt with this matter in past years and will not do so again except to state that amongst the assets given in 1884 the sum of \$2,848,000 is not an asset available to pay the debts of the Province. Take that out and the whole surplus is gone. There is an increased subsidy of \$142,000 given the Province in 1884 which the Ontario Government wrongfully capitalizes; I say wrongfully because it is an annual payment from the Dominion Government which can

not be made to pay the principal. As to the Trust funds mentioned they are all provided for specific purposes.

The real state of the province is that we owe the Dominion at least, \$1,800,000 and on railway certificates and annuities \$4,000,000 more which makes \$5,800,000 admitted debt and the only asset to pay it is cash in hand and Drainage Debentures to the amount of \$2,200,000. So there is a debt of \$3,600,000 owing by the Province, altogether apart from its liability of three to six million dollars on the Temiscaming Railway.

I wish to say that I consider it is a proper thing for the province to invest \$2,000,000 in the debentures of this railway. We are told that the value of the timber in the districts to be traversed by the road will be increased by a million dollars. The railway cannot be sold at cost, and that million dollars could be applied in wiping off that much of the charge so as to make the railway a cash asset. If this \$2,000,000 were invested in that railway it would mean that it would be set apart so that those who seek to spend the money of the Province and run it into debt could not do so and the money would be put in a position where it would not be wasted at pleasure.

I have in my hands a report for the current year containing a statement as to the expenditure on the railway, and I wish to say that there is a strong feeling throughout the Province that all is not right on that railway, that money is being squandered and given to friends of the Government. It was asked in this House last Session whether the Engineer for the Contractors of the road was not a brother of the Chief Engineer in charge of it, but the only answer given was that so far as the Government knew there was no relationship. I say it was the business of the Commissioners and Ministers to find that out and that this was not a proper answer. There is a feeling that owing to that relationship grades and measurements on the railway made to the contractor may be more liberal than they should be. This cannot be investigated because the measurements of the Engineer have to be taken and there is no record kept afterwards. Would the C. P. R. or G. T. R. for one moment consent that the Engineer or Contractor on any road they were building should be a brother of the Chief