

which is now before the committee. In consideration of this favour to the County of Napierville I forget the past and I thank the hon. Minister.

Mr. CHAPLEAU. (Translation.) Mr. Chairman, I did say in the course of the election campaign referred to by the hon. member, that the request made for a subsidy to this railway should call for the most serious attention on the part of the Government. To prove that we feel towards the county no ill-will for having returned an opponent of the Government, the promise I then made is now fulfilled, as I was sincere in the view I had expressed regarding the desirability of that road.

Mr. RINFRET. (Translation.) Before the adoption of this resolution, Mr. Chairman, I wish to make a few remarks. This is certainly one of the most important railways to which our attention is called, the most important railway of the district of Quebec, I dare say, after that of Lake St. John. In looking over the papers which were put before the House in connection with these grants, I find an interesting letter from Mr. King, and I will take the liberty of quoting a part of it :

"The line projected will start from St. Jean des Chaillons, in the County of Lotbinière, taking a southerly course will pass at a distance of about six miles through the young and thriving parish of Ste. Philomène. South of this place it is fully expected that three or more parishes will speedily be opened.

"Striking the line of the Grand Trunk Railway at a point about thirty miles from the starting point, it will pass through the village of Lyster station, continue on through the parish of Ste. Anastasie, and thence to the proposed terminal point, at or near Glen Lloyd, in the County of Mégantic.

"The section between the St. Lawrence River and the line of the Grand Trunk will afford an outlet to a large portion of the County of Lotbinière and the easterly portion of the County of Nicolet to both navigation and a trunk line of railway in summer: and, in winter, to the trunk lines of railway, no outlet at present existing with the exception of very indifferent, and in many cases, almost impracticable colonization roads.

"To the south of the line of the Grand Trunk Railway an impetus would be given to the farming interest in a fine section of the County of Mégantic, with the prospect of encouraging capitalists to invest in and utilize the magnificent water power in the neighbourhood, on the Bécancour River."

This railway will pass between the seigniories of Mr. King and Mr. Joly, and will serve a territory of at least 250 miles in area, where a large lumbering trade is carried on. I have no doubt that the company will perform the work undertaken, for Messrs. King, who are at the head of the company, are about millionaires. St. Jean des Chaillons is a very important parish. There are in the place a number of brick-yards and a large trade is carried on there. The fact is that you find in the locality merchants quite as important as in any parish of the Province of Quebec. I wish also to draw the attention of the Minister of Public Works to another improvement with which he could favour the County of Lotbinière. About a mile east of the church of St. Jean des Chaillons, exactly opposite the terminus of the proposed line, there is a place which could make a very fine harbour, and I believe that Mr. King himself will share this opinion. If the Government would build a wharf at that place, the Richelieu Company boats, and even vessels of a larger tonnage, could easily come alongside. I have no doubt that if this was done, the result would be very favourable to the prosperity of that locality. I have no doubt either, Mr. Chairman, that if the railway which is now being subsidized is built, the

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parish of St. Jean des Chaillons will become a very important one. Not only will that parish benefit thereby, but the parishes of the Counties of Lotbinière and Nicolet must also largely profit by the building of this road.

Mr. HAGGART. In the resolution granting aid to the Cobourg, Northumberland and Pacific Railway I wish to make an amendment, so that it shall read :

For 19 miles of their railway from Cobourg to the Ontario and Quebec Railway in addition to the subsidy granted by 53 Vic., chap. 2, and from the end of the 30 miles subsidized by that Act.

That means eastward from the part that was subsidized before.

On resolution 3,

Mr. LAURIER. I have an amendment to offer at this stage. I think our legislation has been deficient with regard to all the subsidies which we have voted, because no precaution has been taken either to prevent fraud, which may take place in the misuse of the public money, or even to account as to the employment of this money. Therefore I beg leave to move the following amendment :—

*Resolved*, That within four days after the opening of each session, the Minister of Railways shall lay upon the Table of the House, copies of all agreements made by any of the companies with the Government, together with a statement of all payments made by the Government up to date, for subsidies earned by any of the said companies, and the Orders in Council authorizing such payments.

*Resolved*, That within a month after the payment to any company of any portion of the subsidies, the president and manager of the said company shall furnish to the Auditor General a statement under oath showing if the whole of the subsidies so paid to the company have been applied in the manner herein intended, and that a similar statement shall be supplied by every contractor of the company who is to receive or has received the payment out of any such subsidies or out of the proceeds thereof, and that within four days after the opening of each session, the Auditor General shall lay all such statements upon the Table of the House.

*Resolved*, That all such documents thus laid on the table of the House shall be referred to the Committee on Public Accounts, to be by them investigated in the same manner as the Public Accounts.

*Resolved*, That every officer and director of the said companies, and every person having a contract with any of the companies for the performance of any work, the doing of anything, or the furnishing of any goods, effects, food or materials, and having or expecting to have any claim or demand against the company by reason of such contract, who either directly or indirectly, by himself or by any person on his behalf, subscribes, furnishes or gives, or promises to subscribe, furnish or give, any money or other valuable consideration for the purpose of promoting the election of any candidate, or of any number, class or party of candidates to a legislature or to Parliament, or with the intent in any way of influencing or affecting the result of a provincial or Dominion election ;

Is guilty of a misdemeanour and liable to a fine of not less than one hundred dollars and not exceeding one thousand dollars; unless the value of the amount or thing paid, offered, given, loaned, promised, received or subscribed, as the case may be, shall exceed the last mentioned sum, in which case the fine may be raised to a sum not exceeding such value, and also to imprisonment for a term not exceeding one year and not less than one month, and in default of payment of such fine, to imprisonment for a further term not exceeding six months.

I may say the object of the amendment is simply to provide that public moneys voted by Parliament shall be audited and investigated in the same way as other public moneys, and if any fraud takes place with respect to these moneys, it shall be punished in the same way as is the case with other public moneys.

Sir JOHN THOMPSON. I think I shall have to ask the hon. gentlemen to allow this motion to