

surprised, if the line is built—and I warn my French friends from the Province of Quebec of this—if before many years the Intercolonial Railway would be a mere secondary local road after the two lines to St. John and to Halifax are in operation. I contend that we have not the information which we should possess before being called on to commit the country to the expenditure of so large an amount of money as is intended by this Bill. Therefore, it would be the duty of the House, if nothing more, to postpone its enactment until some definite information may be had with regard to the cost and distance, and to the advantages which are likely to accrue to the country from the expenditure of this money. I find in a recent number of the *Halifax Chronicle*, the Opposition paper in Nova Scotia, a pithy paragraph on this question, showing how even the Opposition in Halifax city look upon this railway and this large expenditure. I must not omit to say that the Government agrees to pay, under the terms entered into with the Canadian Pacific Railway Company, with regard to the road, its share of the expense of keeping the bridge. It is not fair to this House that so important a measure as this should be pressed upon us at this late period of the Session. We have not time to give it a decent and deliberate consideration and investigation. The rules of the House have to be suspended to give it a second reading and to bring it to the stage at which it now is. It is unfair that we should be asked to sanction so large an expenditure of public money under such circumstances, and that alone ought to be a good reason to induce hon. gentlemen to take further time to inform themselves with regard to the merits and demerits of the proposition contained in the Bill, and leave it over at least to another Session. I do not desire to detain the House further. I have some other notes on my paper, but I have no doubt that other members will desire to follow me, and they will make up for anything I have omitted to say; but I cannot resume my seat without reminding the House that to-day is presented to them one of the rare occasions—occasions which seldom occur—to show to the country that this Senate is, as it ought to be, an indepen-

dent body, and that whenever it becomes necessary we are prepared to place our duty to the people above any slavish exigencies of party. I am happy to say that the leader of the House has not pressed this question upon us unfairly with the weight or authority of his position. He has placed before us a clear and able statement on every occasion that he has addressed the House, and he has put the very best case before us. I venture to say that there is no man in either branch of Parliament who could put the case more favorably before the House than the hon. gentleman has done now, and when his great talents and information have not been able to put a stronger case than he has done we may take it for granted that it is very weak indeed. The hon. gentleman would have given a very different aspect to this question if the facts justified him in doing so. I therefore remind the House that this is one of the few occasions on which the action of this Chamber is watched. I appeal to the Senators from Ontario, if they are going to allow their Province to be mulcted in this unnecessary expenditure in a section of the country that really does not require it; for I believe that the majority of the Senators are opposed to this expenditure. I ask the members from Quebec if they are going to encourage a line which is not a necessity, and which will have the effect of converting, in a few years, the Intercolonial Railway into a second-class local road? I ask the members from New Brunswick what interest they have to encourage this petty spirit of rivalry and unfair childish jealousy by Halifax against St. John? I have always admired the energy and pluck of the city of St. John in contrast with that of the city of Halifax—always over-fed by Government pap—if there was nothing else but the manner in which the energetic and enterprising city of St. John, after one of the most terrible calamities that ever befell a city in Canada, after it was burned to the ground, rose phoenix-like from its ashes in a few years. Why should members from New Brunswick encourage this petty spirit of rivalry from Halifax, illustrative, to a great extent, of the spirit of the petulant child? I therefore move that the said Bill be not