

Sir CHARLES TUPPER. I assure the hon. gentleman that I never uttered a word in reference to the ferry at Pictou harbor, nor was the matter mentioned to me or anybody while I was in Nova Scotia.

Mr. KIRK. I am well aware that the hon. gentleman made no such statement on a public platform, but I am told that in a private room, among his leading friends—

Sir CHARLES TUPPER. I assure the hon. gentleman that he has been misinformed. Pictou harbor, so far as my recollection serves me, was not mentioned while I was in Nova Scotia.

Mr. CASEY. His recollection may be at fault.

Mr. KIRK. I know that the hon. gentleman's memory in cases of that kind is quite treacherous. Other promises were made, and made for what purpose? Corrupt promises to induce a candidate who was in the field to withdraw and allow the election to go by default. Will the hon. gentleman deny that he promised in a room in New Glasgow that the terminus of the Short Line Railway, and the branch from Pictou to Stellarton should be made at or near New Glasgow, and not at Stellarton, although there had been already built at Stellarton quite an extensive building for terminal purposes? It is said that the hon. gentleman did make such a promise, in order to induce a candidate who was then running to withdraw from the field in the interest of his party. But the hon. gentleman did not succeed. Now, while I approve of the Government building this line, I do not do so because I believe it to be of such great advantage to the whole country as the hon. gentleman makes out, but because it will be a convenience to the three counties through which it passes. It is of no advantage that I can see to any other county at all. I live in Guysboro', and I know that the people of that county do not regard it as of any value to them. The genial member for Pictou the other day approved of the passing of this Minute of Council and making it public during the time of the election. I consider it a corrupt act, and I believe in the words of a reverend gentleman who support hon. gentlemen opposite, that you might as well defend Sodom as defend such a transaction as that.

It being six o'clock, the Speaker left the Chair.

After Recess.

SECOND READINGS.

Bill (No. 34) to incorporate the Chinook Belt and Peace River Railway Company.—(Mr. Davis.)

Bill (No. 35) to incorporate the Berlin and Canadian Pacific Junction Railway Company.—(Mr. Bowman.)

Bill (No. 37) respecting the Regina and Wood Mountain Railway Company.—(Mr. Davin.)

Bill (No. 39) to authorize "The Grange Trust (Limited)" to wind up its affairs.—(Mr. Masson.)

OXFORD TO NEW GLASGOW RAILWAY.

House resolved itself into committee on resolution (p. 273) respecting the railway from Oxford to New Glasgow, Nova Scotia.

(In the Committee.)

Mr. BLAKE. Do I understand the hon. gentleman to say he has a survey of this line.

Mr. POPE. We had a survey deposited with us.

Mr. BLAKE. Is it an exploratory or location survey?

Mr. POPE. About two-thirds of it location.

Mr. KIRK.

Mr. BLAKE. Is the estimate which the hon. gentleman mentioned about \$20,000 a mile?

Mr. POPE. About that.

Mr. BLAKE. What proportion for equipment?

Mr. POPE. The usual proportion, about \$2,050.

Mr. BLAKE. Has the hon. gentleman formed any idea as to the length of time the work is to take, and how soon it is proposed to let the contract?

Mr. POPE. We will go on with the work this summer gradually and hope to have it completed by the time the other parties have completed the work in Cape Breton.

Mr. BLAKE. Will the hon. gentleman lay the Order in Council on the Table, as we may have to refer to it.

Mr. POPE. Certainly.

Mr. KIRK. Is it the intention of the Government to pay the right of way for this railway?

Mr. POPE. So far as built along our location in Cape Breton, we pay the right of way. I do not know whether this right of way has been paid for or not, but if not we shall have to pay for it.

Mr. KIRK. Has the Government decided where the terminus is to be at the New Glasgow end?

Mr. POPE. No.

Resolution to be reported.

THIRD READING.

Bill (No. 21) to amend the Act respecting Public Morals and Public Convenience.—(Mr. Charlton.)

PUNISHMENT OF SEDUCTION BILL.

Mr. CHARLTON moved that the Order for second reading of Bill (No. 4) to amend the Act to punish seduction and like offences, and to make further provision for the protection of women and girls, be discharged, and the Bill withdrawn.

Motion agreed to, and Bill withdrawn.

TELEGRAPHING SHIPPING NEWS FROM POINT ESCUMINAC.

Mr. CHARLTON in the absence of Mr. MITCHELL, asked, Whether the Government have issued instructions to the proper officer at the Port of Miramichi to report ships and vessels arriving off Point Escuminac, as well as general shipping news, over the Government telegraph line between said Point Escuminac, as was done last year? And if not, whether they intend to give the necessary order to report such vessels and shipping intelligence, between the said Point Escuminac and the town of Chatham and Newcastle, in the said Port of Miramichi; and if not, why not?

Mr. FOSTER. I answer the question in the affirmative.

BREAKWATER AT FIFTEEN POINT, P.E.I.

Mr. LANDERKIN in the absence of Mr. PERRY, asked, What is the sum estimated by Mr. Perley in 1879 as the probable cost for building a breakwater at Fifteen Point, in Prince county, Prince Edward Island?

Sir HECTOR LANGEVIN. \$5,500.

THE DAVID J. ADAMS.

Mr. WELDON (St. John) asked, Has the case against the David J. Adams, in the Admiralty Court at Halifax,