

interferes with the navigation of the River St. John. This is a port, I may say, of the River St. John, where a very large number of vessels ply, conveying to market deals and firewood, and produce of various kinds; and they are very tenacious with reference to interference with the navigation. Therefore, there has been in the past, to the proposition to build a bridge to Long Island, great objection on the part of the people residing in the river counties, and as a result of them it has been occasionally abandoned. I know that as far as I am concerned I would be delighted, because it would gratify a portion of my constituents very much indeed, and a portion to whom I am greatly indebted, if the scheme was not completed; and if, perhaps, in this case if I were only a member of Parliament, individually affected by the proposition, and were I to look solely to my own position towards my constituents, I would hesitate to support it. But public men sometimes have in the public interest to take up propositions and submit them to Parliament in the public interest, though against the views of a portion of their constituency—and that is my position to-day. It is because I feel as a member of the Government, and the Government feel, that our property, the Intercolonial Railway, will be largely benefited by this project—because it gives inter-communication between the different Provinces which is very important, and because our connection with a portion of Nova Scotia and New Brunswick, and with not only the United States, but all parts of Canada, will be facilitated by its completion—that the Government submit this measure. It will cost us nothing, but will give to this enterprise the assistance which they require and which was asked for in another form; and we feel it is in the interest of the Government and of the country that it should be acquiesced in. Under these circumstances the Government have felt themselves justified in asking that this advance be made of 80 per cent.—the cost of the road not to exceed \$500,000—to a company incorporated with a capital stock of \$200,000. It had the right, until the last Session of the New Brunswick Legislature, to issue a larger amount of bonds than it has at present. This power has been reduced to \$125,000; they have aid given by railways in the West, and they expect they will be enabled to complete the work within the space of time specified in the resolution before the House.

Mr. BLAKE. With reference to the question which has arisen as to the inhabitants and the city of St. John, I ought not to presume to offer an opinion, as it happens that there are various considerations which, of course, I am not master of; but it certainly seems unfortunate that after having incurred an expenditure, which a portion of the city has, in order to procure access by another route, that expenditure should be practically thrown away; or so it seems to me to a very large extent if this plan be adopted.

Sir CHARLES TUPPER. What other route?

Mr. BLAKE. The route suggested by the petition of the County Council by Navy Island—that is the route by which they suggest to cross. At the same time, we will all concur in that, and, of course, we equally concur that what is paramount, are great engineering considerations, and amongst them considerations with reference to railways in the first place; and navigation in the second. Upon these I do not feel competent to offer an opinion, but merely to say, that the responsibility of the measure, in so far as it involves these results to that portion of the hon. gentleman's constituency to which he has referred, must, of course, devolve upon him and the Government in coming to that conclusion, for reasons which I dare say are just, but on which I am unable to express an opinion. I think it, however, tolerably clear from my point of view that the mode, assuming the bridge at the Falls to be the proper route, which the Government is about to adopt is not the most advantageous.

Sir LEONARD TILLEY.

I have already indicated, in the course of the discussion with reference to the Gravenhurst and Callander line, my view on this subject; but I will add a word now with a brevity due to this period of the Session. The hon. gentleman says that there is considerable difficulty with regard to the Government executing this work. There was a difficulty in the way. This company had a charter, and they could not interfere, but the company has a charter which they cannot carry out without the assistance of the Government. Unless the Government comes to the aid of the company, the charter is of no use; the bridge would not be built. The charter has existed for a good while, but by virtue of the Government's grant alone is vitality to be breathed into the chartered rights of this company. If the company cannot build the bridge without your assistance, they are unable to go on, and if they cannot build it without your assistance and are able to go on they do not want your assistance. If they cannot build the bridge, having a charter which is not living without your aid, would that be a reason why anything, opposed to the public interest, should be done with reference to this particular work? What does the hon. gentleman propose? He proposes to aid this local company which is the creation of the Local Legislature—a bridge company, which, as I understand it, is not now to become a Dominion work; at any rate it is not proposed to make it so by this measure.

Sir LEONARD TILLEY. Yes; we will bring in a Bill to make it a Dominion work.

Mr. BLAKE. Which Bill?

Sir LEONARD TILLEY. We will introduce a Bill.

Mr. BLAKE. I do not know anything of that. There is no such resolution before us at this time, and as far as I understand it—I have not seen the Acts of incorporation—this company is under the control of the Local Legislature, and it would have no authority to borrow money to the amount proposed. The Legislature has reduced the borrowing power to \$125,000, and the hon. gentleman proposes that the company shall be lent \$442,000, if the estimate of the Government Engineer as to the total cost of the work is correct—\$552,000, on which is lent \$442,000, and there is no provision as to the security for this amount under their charter as it now exists. Then what does the hon. gentleman do next. Irrespective of whether it is a local or a Dominion work, he proposes to advance four-fifths of the whole cost, while the company shall obtain the profit. If the company spend \$552,000, which the Government Engineer estimates it will spend, they will have spent of their own money about \$110,000. It is true you can buy it of them; but to buy it, you must pay 10 per cent. of the money expended, \$55,200, or \$55,000; so that as a reward for the expending of their own money, \$110,000, you will pay them \$55,000, or 50 per cent. advance on their own expenditure. According to the hon. gentleman's proposal, this is the sum which the Government is to pay, if at some future time they take possession of this work. Now, 10 per cent. is an ordinary provision for an advance on the payment of a work; but this is when the company has paid the money or raised the money; when its own money is put into the work, or money borrowed, and so made its own. But here a loan is made; four-fifths of the money the country itself provides, and in order that the country may get the work ultimately, it must pay 10 per cent. advance on its own money, and the fraction which the company provides. In a word, as I said before, you vote 50 per cent. on what the company provides, instead of 10 per cent. Well, now, this work is a work which, probably, from what the hon. gentleman said with reference to connection with a railway spoken of, will fall either directly or indirectly under the control of one or more railway companies, of which there are no less than four or five I think which are supposed to be feeders to the