

Hon. Mr. McLELAN—The engineers had made sufficient surveys to ascertain the quantity of work to be done on the line laid down. It was reserved, however, for changes to be made one way or the other. In finishing a line, one never ceased to make changes in the location. At every step, almost, the possibility of improvement was seen. The question of the mode in which contracts should be let was the first decided by the Commissioners. If the Chief Engineer's plan had been adopted, he thought it was almost a matter of certainty that every contractor on the line would have broken down. The rate of wages had almost doubled since the contracts were first given out, and the price of materials had greatly risen, also. If the contractors had been asked to tender by the yard for excavation, they would have mentioned certain rates, based on the former scale of prices, and the Commissioners would have had to accept the lowest tenders from persons of sufficient experience. It would have been impossible for them, under these circumstances, to complete their contracts, and the result would have been a continual suspension of work and loss of time. In some cases extras had been paid, such as those of the Restigouche and Miramichi bridges, whose foundations had to be laid much deeper than was at first contemplated by the engineer. The contractors found it impossible to proceed without this additional allowance.

Hon. Mr. LETELLIER—What do you say about the section at Trois Pistoles, No. 5?

Hon. Mr. DEVER said, as a Newbrunswick, I am very much surprised by the information that that Province had any voice in the location of the Intercolonial, I have been under a different impression.

Hon. Mr. CAMPBELL—I assure the hon. gentleman that New Brunswick had a very strong voice in the matter.

Hon. Mr. DEVER—Hon. gentlemen, I rise to say that, I certainly have got today some information that, is really surprising to me. It is the first time I ever received the information and from so undeniable a source (the Hon. Commissioner of Railroads from N. S.). It cannot be doubted by any gentleman of this House, that really New Brunswick had no voice in the location of the route of that great work, the Intercolonial Railway, that it was simply a matter of the shortest route between Canada and Halifax, and that the present route being some 25 miles the shortest to that point Halifax, it was

chosen by Canada and Nova Scotia. Now, gentlemen, surely this is a full answer, and, I wish it taken down by all those gentlemen who have been making complaints about the great expenditure on the Intercolonial in New Brunswick, my Province, and I trust that a work wholly constructed as my hon. friend says without any great reference to the well being of that Province will not be pointed at in future why we should not complain against rising our tariff from 15s to the contemplated outrageous prevailing one. It is well known if our will had been taken in the location of the Intercolonial which we are called on to pay our share of, we never would have located it where it is, and this is farther seen from the fact that our own people now, are building a railway through the middle of our Province, and where we expected before the union the Intercolonial should have gone, to be of any great use to us. Besides, gentlemen, it was a loyal desire to connect the several British Provinces under one Government that brought us into this union, and not any idea that you Canadians ever can benefit us as much as we can benefit you. Our real profit and trade being in other directions which you now by the construction of your tariff are turning in to yourselves, and preventing us from obtaining goods in the cheapest markets.

Hon. Mr. ALEXANDER said he desired to remove an impression which appeared to prevail among certain members from the Maritime Provinces as to the motive which led himself and other hon. gentlemen to bring up this question of their railways. He disclaimed any intention of reflecting upon them by the motion he had made, nor had his remarks borne that offensive character. Had those roads existed in Ontario, he would have been the very man to call attention to their working. The Governments of the Maritime Provinces deserved credit for having constructed those railways, which had done a great deal to develop the country.

Hon. Mr. MILLER asked if the hon. gentleman would repudiate the paragraph on the subject in the Times.

Hon. Mr. ALEXANDER, laughing, thanked the hon. member for having called his attention to this subject. He had nothing to do with the editorial, at which he had been more surprised than any member of this House. (Laughter.)

After some further discussion, in which Hon. Messrs. FERRIER, DICKEY, and REESOR, took part, the bill was read a second time and referred to Committee of the Whole for Tuesday.