

delivered by the two Ministers, that there was no great public interest imperilled by the continuance at the present time of the state of things which has been continuing for some time, while it would appear that very serious inconvenience would result, even if the destruction of the entire lumbering business would not result, from a severe course being taken in this regard. All I ask now is, that as we have not had an opportunity of fully discussing this question, which we had reason to expect would be given to us by the Government Bill on the paper standing in the name of the Minister of Marine, which, we understand, will not now be proceeded with, there shall be given a very careful reconsideration of the condition of affairs with respect to these rivers on which the hon. the Minister is at present enforcing the prohibition; and that unless it be made upon that reconsideration absolutely plain that such an important interest as the navigation interest is about to be seriously interfered with by the continuation of the system, a stay of these vigorous proceedings should take place in the instance which has given rise to this discussion.

#### ORDNANCE LANDS.

Mr. BLAKE. I think I know something about the claim. The claim arose out of the stipulation of the original cession, which was partly statutory, of this land along the canal by which it was alleged to be on the condition that there should be no buildings erected on it, and that it should be for the use of the canal only, and there is an allegation that there has been a forfeiture of the allegation by the erection of buildings. I think those buildings were erected by squatters. It would be important to know how much of this is for law costs, and how much for commission on sale of lands, and who is the seller of the lands and what is the rate of commission?

Mr. BLAKE. Is there not a question as to the deposit on the Logan farm, which the auctioneer retained.

Mr. BLAKE. What are we giving commission for if the auctioneer retains the \$7,000 or \$8,000?

Mr. BLAKE. I think the claim, however, extends to a portion that surrounds the bywash as well as to the other portion.

#### THE RAILWAY QUESTION.

Mr. BLAKE. My hon. friend from North Norfolk (Mr. Charlton) must remember that the policy of the Government according to a statement made by a very important member of the Government before the last election, so far from parting with these Government railways in the Maritime Provinces, was to increase them by the purchase of the properties of private corporations, in order as Sir Charles Tupper said in a telegram which I read to the House, that they might both be run with greater economy and with greater advantage to the public service. It is true, that policy has not yet been effected; but we have no doubt whatever that although Sir Charles is no longer there, his spirit still prevails, and that within a reasonable time, before the next election, the telegram will again materialise.

Mr. BLAKE. Proposals of this kind have accomplished certain ends on former occasions. There was a former occasion when this subject was brought forward, not on the suggestion of a simple candidate for a county, no matter how im-

portant he might be, but on the formal representation of the most important man in the Ministry next to the Prime Minister. It was on the 11th of February, 1887, that Sir Charles Tupper telegraphed to the present hon. member, then the candidate actively canvassing for Albert (Mr. Weldon), as follows:—

"I intend to submit to my colleagues a proposal to consolidate the branch railways with main line, by which greater economy in administration will be effected, and much greater utility to the country secured."

Think of it! The Minister who had been in charge of the Department of Railways for a long time, and who was then, I think, Minister of Finance, and who therefore had a long experience in the two Departments which most specially fitted him to deal with a matter of this kind—his experience in the Department of Railways having given him a knowledge of the requirements of the railways of the country, and his knowledge of the Finance Department having instructed him in regard to the attention to be paid to the finances of the country—that Minister, with all that experience, and with all that influence, had come—it is true at a late period, it is true at a critical period, it is true at a period which perhaps did not fit him for calm consideration of all the fiscal and economical questions which were involved, at a period when his judgment might perhaps, to a certain extent, be obscured by other and political considerations had come—to this conclusion, that the consolidation of the branch railways with the main line of the Intercolonial would at once effect greater economy in the administration of the whole and much greater utility to the country; and he had also come to the conclusion that it was his duty to submit to his colleagues a proposition to accomplish that result. He obtained from the people that measure of power which he desired the Administration to secure—whether by these or similar devices it is not material now to consider—but he came to this Parliament backed by my hon. friends opposite, many of whom, no doubt, received telegrams, the hon. member for Albert (Mr. Weldon) amongst them. I cannot doubt that Sir Charles Tupper submitted that proposal to the Government. I cannot doubt that the member for Albert pressed upon him to press upon them that the proposal should be carried out. I cannot doubt that Sir Charles Tupper did all he could—and who could do more?—to bring about the redemption of the promise which had so successfully redeemed the County of Albert.

Mr. BLAKE. He had not time enough! He left his office and the country, and the hon. member for Albert (Mr. Weldon) tells us that for four years he has been laboring in that field which Sir Charles Tupper deserted.

Mr. BLAKE. Well, for three years. I recommend the hon. member for Albert, who now for the first time brings this matter before Parliament, to continue laboring, with the assurance that it will not be until the time, or about the time shortly preceding the general election, that he may expect to reap a harvest as the result of his labors. I do not suppose that he will be now contented; I hardly expect that the electors of Albert will next time be contented with another telegram, but this time he may possibly hope to get an Order in Council providing for a future consolidation of these railways to be effected if the next elections go right.

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