

tariff would add to the dissatisfaction and discontent.

The House then went into Committee, and the resolutions were passed, to be concurred in to-morrow.

INTERCOLONIAL RAILROAD

Hon. Mr. Cartier moved the second reading of the Intercolonial Bill.

Hon. Mr. Holton said the road would have very little advantage, either in a commercial or military point of view; but, under the circumstances, he could not help regarding it as a political necessity. He objected that Bill did not fix the route. The House ought not to be invited to pass a measure of such vast importance, involving the expenditure of at least thirty and probably forty millions, without having the location of the road fixed, or a reservation in the Bill that it should be submitted to the House before final decision. He noticed that the Chief Commissioners were not, in express words, excluded from Parliament; but as subordinate officers were, he presumed Chief Commissioners would be disqualified. He desired to take this opportunity of referring to another matter connected with the inception and progress of this railway project, in which he and a certain Minister had deep personal interest. He referred to what took place in 1863, when the present honourable member for Cumberland as representing the Nova Scotia Legislature; and the present Minister of Customs as representing New Brunswick, met the Canadian Government at Quebec, to take into consideration the building of this road. It was there proposed that Mr. Sandford Fleming should be sent to survey the route. Dr. Tupper acquiesced in this proposal, and Mr. Tilley first acquiesced, then all but acquiesced, and finally concluded to consult his Government, and submit their decision to the Canadian Government. Then followed the atrocious despatch of the notorious Governor Gordon charging the Government of Canada with all sorts of breaches of faith. The Minister of Customs was at that time one of the constitutional advisers of Governor Gordon, and, therefore, responsible for that despatch. He hoped the honourable gentleman would embrace this opportunity to relieve himself from reproaches which he (Mr. Tilley) must feel he has been exposed to in this matter, and give to the House and country an explanation of his conduct on that occasion.

[Mr. Wallace (Albert)]

Hon. Mr. Cartier said when the honourable gentleman had admitted the necessity of the railway, he had admitted the necessity of this Bill. He would remind that gentleman that he (Mr. Holton) himself had, when a member of the Government, advised the building of the same railroad. It should be remembered that for six months in the year Ontario and Quebec had no communication with Europe, except through a foreign country, and Mr. McCulloch might at any moment deprive us of the bonding system, and prevent the transmission of our goods through the United States. He did not anticipate any such difficulty, but the Intercolonial Railway would relieve us from a state of dependence. A great deal of jobbery had been done in connection with the Grand Trunk, but Government would avail themselves of the experience of the past to prevent the recurrence of such jobbery. With reference to the right of Chief Commissioners to sit in Parliament, he must ask his honourable friend not to prejudge the question. A measure will be introduced in the second part of the Session, respecting the independence of Parliament, and this question would then be decided. In regard to the route, the Imperial Act provided that, in order to secure the guarantee of three millions sterling, it was to be left to the Imperial Government to select the route, and, therefore, this Parliament could not deal with the question.

Hon. Mr. Dorion said the gentlemen who still occupied the treasury benches were responsible in no small measure for the jobbery and corruption connected with the building of the Grand Trunk and the Parliament Buildings, and it was very little guarantee that the Intercolonial Railroad would be built in an economical way, that the same gentlemen had the supervision of it, if the route was left to be decided in England there would be the same blundering with regard to it as was in regard to the decision as to the seat of Government. If left to be decided in England, two chances to one the worst route, as regards the interests of this country, would be selected. He held it was the duty of this House to indicate the route. This railroad was to be built for a contingency which not one member in twenty believed to be in the slightest degree probable, namely—that the Americans would be so blind to their own interests as to prevent our trade and traffic passing through their country; but in bringing about Confederation, the Intercolonial Railroad had been put in the scale to make