

HON. MR. ALEXANDER—Hear, hear.

HON. MR. DICKEY, continuing, said, but for that assurance, he would not have asked him to withdraw the motion.

HON. MR. LETELLIER said he stated the telegraph line would be in the direction of the located railway,—that was the intention of the Government, to be carried out in good faith. But in places where from the nature of the ground or other circumstances that could not be absolutely done, if they kept within a short distance of the railway, they would carry out the spirit of the Act, and not injure the road. There necessity did not cease, they would follow the railway line in all parts.

HON. MR. DICKEY said there was no interpretation of that kind given at that time, and it was now too late to put this one upon the original statement. It would have been fair to give it at the time, when his hon. friend would, doubtless, have pressed his resolution.

After some further discussion,

HON. MR. MACPHERSON said he remembered distinctly that the Minister of Agriculture had stated the telegraph line to be built would be confined to the located line of railway. He had put the question, "To the located line only?" and the Minister of Agriculture replied, "Yes."

HON. MR. LETELLIER said hon. gentlemen must understand that to all general promises or assurances of this kind, exceptions based on emergencies or necessities, must be understood or expected. If hon. gentlemen did not understand the practice of allowing for exceptions to all general rules, it was not his fault.

HON. MR. ALEXANDER said he would not have withdrawn his motion except for the assurance mentioned by Mr. Dickey and himself.

HON. MR. PENNY said allowance was always made for certain troublesome contingencies or unexpected difficulties in enterprises like this, which justified slight departures from original plans. No one could find fault for a deviation of a mile or two in exceptional localities.

HON. MR. MACPHERSON warned

the Government of their duty to practise economy at present, because he could assure them there was very great necessity for it. He might add it was becoming the custom in England, in the case of expenditures of public money, to submit the schemes to both Houses, that they might approve or reject them. He dare say the non-submission of the Georgian Bay Railway contracts to this House, was an omission; but he hoped the Government would not overlook the opinion of the House in this case, nor the fact that the contract was disapproved of by so many. If the contract was not actually approved of, it should be postponed another year.

HON. MR. SCOTT said it had been.

HON. MR. MACPHERSON said the best thing the Government could do, then, was to consider how they could most economically get rid of that contract, especially as the proposed expenditure on the Pacific side of the continent, for the other branch road was not to be proceeded with. As the expenditure upon the Pacific branch had been saved by the action of the House last night, he hoped that the contemplated outlay upon the road by the waters that flowed to the Atlantic, would also be saved. Those two branches would have absorbed a considerable portion of the amount adequate to the construction of the true Canadian Pacific Railway—in fact they would have led to a sad waste of the public money.

HON. MR. CAMPBELL said, with regard to the Supply Bill, that if it had now to be framed, after the action of this House on certain questions, it would not contain several items, among them, that for the Vancouver Island Railway, and for the payment of County Court Justices in Nova Scotia, which he heard appeared in the bill. He hoped it did not, however. He was quite sure that the Government would so deal with it in supply as not to run counter to the action of this branch of the Legislature. He regretted to notice a neglect of exertion on the part of Ministers to secure to the Senate that share in the initiation of public measures which he thought might have been secured. A number of bills were introduced in the other