

Hon. Mr. PENNY—Surely the hon. gentleman has a right to make a comparison between the Intercolonial Railway and other roads.

Hon. Mr. McLELAN—We boast in the Maritime Province that the Intercolonial Railway connects with all the railways on the continent.

Hon. Mr. REESOR—We will allow the debate on the Pacific Railway to pass, but I will refer to the principle that objection had been raised somewhere—I shall not say where—that we ought not to expend the public money in building railways to any point where they could connect with American roads, by which the trade of this country could be tapped, and as an illustration I mentioned that Burrard Inlet was referred to as the probable terminus of the Pacific Railway, and that that was objectionable because it lay so near the American frontier, that the Americans, by building sixty miles of road, might tap our trade at that point. Now, I do think that the position taken by those who urged that view, was a very absurd one, and I fully agree with the principle of this Bill.

Hon. Mr. HAVILAND—Then you are wasting time.

Hon. Mr. REESOR—I maintain that this is in harmony with my own views, and consistent with the ground I took upon the question of the Pacific Railway, and not consistent with the course that the hon. gentlemen opposite took upon it.

Hon. Mr. KAULBACH—I am very glad that the Government have decided to purchase this branch. It is desirable to have connection between the western roads of the Dominion and the Intercolonial Railway. So long as that portion of the Grand Trunk was left in a dilapidated condition it was not safe for travel or freight. I am very glad that we are now having a terminus on the St. Lawrence as well as a connection with the western railway system, and that there is a probability that the trade of the West will pass over the Intercolonial Railway.

Hon. Mr. McLELAN—I hope that

Hon. Mr. Penny.

the Government has been careful that the monopoly held by the Grand Trunk Railway is broken up, and that we will be able to get our freight in the Maritime Provinces carried on the same terms that it is here in the west. There have been great complaints, and the Government know, perhaps, the manner in which the Grand Trunk Railway Company control the rates of freight to and from the Maritime Provinces, making a difference in rates between Halifax and St. John, and intermediate places. The Government, before the purchase of this branch, were powerless to control the trade in that portion of the Dominion, and that is the only reason that I think it is desirable at all to secure this connection.

The Bill then passed.

CAPE BEALE LIGHTHOUSE.

INQUIRY.

Hon. Mr. MACDONALD enquired

Whether it has come to the notice of the Government that in the recent case Cooper *v.* Westmoreland, that Captain Cooper, the Agent of Marine and Fisheries in British Columbia, in his evidence, admitted having paid the sum of \$176 to one McLeod for work supposed to have been done at Cape Beale Lighthouse in June, 1876, which had not been done, and that he had been on a tour of inspection to said Light House ten days previous to such payment being made?

He explained that the lighthouse keeper had made a charge of a kind against Cooper, who thereupon sued him for defamation of character. The lighthouse keeper could not prove that the money had been paid, and the case went against him. The facts were, however, as stated in the inquiry. No merchant would keep in his employ a man who would pay money for work that was never done. Some complaint had been made this session about the number of copies of the departmental reports distributed every year, but, in this instance, it had led to the discovery of the fraud which, he (Mr. Macdonald), now exposed. He hardly expected an answer from the Government, because they could not have had time to investigate the matter.

Hon. Mr. CAMPBELL replied that the attention of the Government had not