

way Bill, and appoint a commission to enquire into the manner in which this work had been conducted and executed up to the present. The Minister in taking this work into his charge, ought to know what the Commissioners had done, and what task lay before himself. He ought to be able to inform Parliament when the road was finished whether he had succeeded or failed in comparison with the Commissioners, and to what extent. He thought the Chief Commissioner would regret if he did not take this step.

Hon. Mr. WILMOT thought the House had not been satisfied with the manner in which the road had been constructed. But he protested against the Intercolonial being charged to the Maritime Provinces. It was one of those public works constructed in the general interest, for the benefit of the whole Dominion. He protested against the *Times*, which was supposed to be an organ of the Government, charging the extravagant cost of the Government roads to the Maritime Provinces. People might just as well charge Ontario with the cost of the canals, and Manitoba with that of the Pacific Railway. He stated the other day that the Intercolonial could have been constructed by the shortest route to the ocean, the valley of St. John, for a subsidy of five millions, while by the present route it would cost twenty-five millions. If the Imperial Government decided for this route, why did the Canadian Government send engineers to examine the country of the shorter, the central route, and report it was impracticable. A private company, with the aid of people in New Brunswick alone, had built seventy miles of the road by this line, and they would soon have it constructed up to the Little Falls.

Hon. Mr. MILLER said when the hon. member for Kingston [Mr. Campbell] claimed that the Intercolonial was constructed in a proper and economical manner, what had he to answer with regard to the piece known as the Grecian Bend? [Laughter].

Hon. Mr. LETELLIER—It is out of fashion now. [Renewed laughter.]

Hon. Mr. MILLER said the cost of any road by this line must have been very great. He was told by engineers that a much shorter cut might have been found, and had heard this selection characterised as a job. He also was struck with the paragraph in this morning's *Times*—a paper supposed to be in the interest of the Government. It was a deliberate misrepresentation of the sense of the House—in the discussion that took place the other

day. It was a most unjustifiable paragraph, and that it was unfortunate it should have appeared in such a journal. He did not know if it was inspired by the Government.

Hon. Mr. SCOTT said it was not inspired by Ministers, nor were they in any way responsible for the paragraph.

Hon. Mr. MILLER said he was glad to hear it. He also protested against this Intercolonial being charged to the Maritime Provinces. It was not they but Canada that wanted it, and particularly in view of the possibility of difficulties in the way of her reaching the sea over the territory of the Americans. She it was that needed a road to it through British soil. [Hear, hear]. It was most absurd to charge this railway to the Maritime Provinces, or to excite sectional feeling against them by describing it as a burden to the whole Dominion.

Hon. Mr. LETELLIER said he must disclaim any Government responsibility for the paragraph that appeared in the *Times*, which was not the organ of the Government, but which sometime might act friendly towards them. The article was not in consonance with the tone of the debate the other day; but if there was anything wrong in the article, the paper corrected itself, since the same day, in its columns, the discussion appeared, which had been correctly reported. As to the member for Kingston (Mr. Campbell) he was happy to see that he had more confidence in the present Government, in regard to this railway bill than he (Mr. Letellier) was able to place in the Ministry of which that hon. gentleman was a member. [Laughter.] True, he had changed his views, to some extent as to the best manner of conducting public works, but he had great confidence in the Minister to be entrusted with the completion of this work. He differed entirely with the hon. gentleman as to the excellent and economical construction of the Intercolonial, believing the system of letting the contracts was vicious, and that the road has proved far too costly. He disapproved of the late system of letting contracts below the fair value of the work, and thus occasioning demands for extras. Not only should work be properly done, but at fair prices. Because the nature of the work to be done in the case of the Intercolonial was not known, in many instances, prices less than fair had been asked, with disastrous results. There had been no, or insufficient explorations, and a system of giving out large sections of road at great bulk sums. No wonder extravagance and failure