

venient, to say the least, to distribute any funds before a settlement is arrived at with the Provinces.

"I see, however, no reason why the Ontario Government might not, in anticipation, pay the sum over to the municipalities if they see fit."

This memorandum is signed by Mr. Courtney.

Mr. BLAKE. What are the conclusions of the Minister of Finance? Does the Deputy Minister of Finance represent his views on the subject? I do not enquire whom he represents as to the facts; but he favors us with his opinion—is that the advice tendered by the Minister?

Sir LEONARD TILLEY. Certainly not. We will not interfere with this matter.

Motion agreed to.

QUEBEC AND LAKE ST. JOHN RAILWAY.

Mr. CIMON, in moving for a copy of the report of A. L. Light, Esq., Chief Engineer of the Province of Quebec, addressed to the Government of Canada, at their request; and respecting the Quebec and Lake St. John Railway and the Quebec and Lake St. John Railway Company, said: I deem the occasion favorable for drawing the special attention of this House and of the Government to the importance, from a general point of view, of building a railway from Quebec to Lake St. John. It is quite certain that it is in the interest of this Government to grant a subsidy in order to hasten the completion of this railway. The first time that mention was made of this railway on the floor of this House, was during the Session of 1873. The late Mr. Wm. Price, who was then the representative of the county of Chicoutimi had recommended it to the Government. But the hon. member for West Durham (Mr. Blake), now leader of the Liberal party, remarked that the Federal Government could not build local railways unless they were to serve military purposes, and as a railway from Quebec to Lake St. John's was entirely foreign to all military movements in this country, it was not within the power of this House to deal with this matter. There was nothing surprising in this statement. The hon. member for West Durham (Mr. Blake) has always found reasons for opposing the great works required for the development of the country. Then, during the fall of 1873, the Liberal party comes into power. The hon. member for Lambton (Mr. Mackenzie) forms his Administration. I take the place, at the general elections, of the late Mr. Price. I was sent here by my electors to attend in a special manner to this project of a railway from Quebec to Lake St. John. But the Liberal Government was then in power, and as the hon. member for West Durham (Mr. Blake) was one of the most important members of the Cabinet, and as he had already declared that the Federal Government could in no way help this railway, I had but little hope of seeing it aided. Yet I wished to do my duty, and during my first Session I mentioned before this House the importance of such a railway, but without success. During the following Session I obtained no better results. In 1876 I enquired of the Government whether it was their intention to help the railways of the Province of Quebec, and the hon. the first Minister (Mr. Mackenzie) said it was not. Later, during the same Session, I again drew more particularly the attention of the Government to the necessity of securing the construction of a railroad between Lake St. John's and Quebec. But the Liberal Government, that were to leave only ruins behind them, paid no heed. Then came the Session of 1877. I continued my crusade in favor of this national enterprise. His Grace, the Archbishop of Quebec, and several citizens had addressed a petition to the hon. member for Lambton (Mr. Mackenzie), requesting him to be pleased to aid the construction of a railway from Quebec to St. John's. I hastened to ask, in the House, whether it was the intention of the Government to yield to the wishes of his lordship, the

archbishop, and the other citizens. The hon. member for Lambton (Mr. Mackenzie) answered that such was not his intention. The following year, in 1878, I renewed the attack; and I experienced on the part of the Liberal Government the same disposition to do nothing for our railway. The Liberal Government had even refused to lend us the old iron rails taken off the Intercolonial. After the Session of 1878 the Government of the hon. member for Lambton (Mr. Mackenzie) went before the people, and they were condemned on account of their administrative misdeeds, their incapacity, and their bad-will towards the Province of Quebec, to ignominiously step down and out. I was, therefore, satisfied and my electors were rejoiced, to see that at length we were rid of that Administration. I had in vain asked them to help this great national enterprise of building a railway to Lake St. John. I had been received with nothing but energetic refusals. Then, however, I met in this House with friends of the undertaking, with friends of Lake St. John. During the same sitting I had the pleasure of seeing the hon. the present Minister of Public Works (Mr. Langevin), the hon. member for Terrebonne (Mr. Masson), the hon. the present Minister of Militia (Mr. Caron), the hon. member for Hochelaga (Mr. Desjardins), and several other members get up and speak eloquently in favor of the Saguenay, and of Lake St. John, and state that the Government ought to do something for Lake St. John. My efforts have not been useless, for I see to-day in the Government the hon. Minister of Public Works and the hon. Minister of Militia, both true friends of Lake St. John. I am happy that I have always supported them and had confidence in them. Since they are now in power, since they know, from the special point of view of Canada and from the special point of view of their Province, the immense benefit that would be derived from the construction of this railway from Quebec to Lake St. John, I am convinced that some day or another the Federal Government will help this undertaking. We must not cease, Mr. Speaker, to importune the Government, to even harass them, on this subject until at length our efforts are crowned with success. I have more confidence than ever, for never was the cause of a railway from Quebec to Lake St. John's so popular as it is to-day. The Federal Government and the Quebec Government both recognize its importance. All the members from Lower Canada ardently desire that this road shall be built; the clergy want it, and the people of the Province of Quebec are loudly asking for it. It must, therefore, be built. During the Session of 1879, the first, under the present Government, I saw with great pleasure the hon. member for Portneuf (Mr. Vallée) plead skillfully before this House the cause of this railway, and I hastened to thank him for having done so. Last year, the same hon. member for Portneuf spoke of it again, and I seconded him. The hon. member for Montmagny (Mr. Landry) was kind enough to support us on that occasion. We are, therefore, rejoiced to know that the hon. the Minister of Railways (Sir Charles Tupper) wishing to make himself at once thoroughly acquainted with this railway scheme, entrusted an engineer with making a report for him. This is a decisive step. The Government of the hon. member for Lambton positively refused to take any interest in the question. The present Government not only promise that they will attend to the matter, but they are actually doing so. I believe this is the time to urge the matter more strongly than ever upon the Government and this honorable House. I have confidence in the spirit of patriotism and the practical spirit of hon. Ministers and of the hon. members of this House. The Federal Government must, of a necessity, help in the building of the Lake St. John Railway, and that they will do so, I am satisfied. And, why must the Federal Government aid the construction of this railway? I will state, in the first place, that the building of the great Canadian Pacific Railway is now assured and