

Mr. MACKENZIE. He may speak on a subject that a Bill relates to.

Mr. SPEAKER. If it is a grievance, of course he can do so.

Mr. CASGRAIN. I will show the difference between the Bill and my motion, and I acknowledge the correctness of your decision. At the present moment, when we are about to vote money for public contracts and other purposes, I think we should declare it expedient that a measure of some kind should have been brought by the Government to prevent the expenditure of that money wrongfully, that is to say, to prevent brokerage in connection with public contracts, and to provide that if Ministers, employes of the Government, or contractors, were guilty of any fraud, they ought to be punished. My motion is as follows:—

That Mr. Speaker do not now leave the Chair, but that it be resolved, That it is not expedient, nor in the interest of the public service, to vote any money for expenditure on public contracts without some adequate measure of legislation to prevent and punish frauds in contracts involving expenditure of public moneys, and that this House regrets that the Ministry did not bring and carry such measure before this Parliament.

Amendment (Mr. Casgrain) negatived on the following division:—

## YEA:

## Messieurs

Anglin,	Dumont,	Mackenzie,
Bain,	Fiset,	Malouin,
Béchar,	Fleming,	Mills,
Blake,	Geoffrion,	Olivier,
Borden,	Gillies,	Paterson (Brant),
Bourassa,	Gillmor,	Rinfret,
Brown,	Gunn,	Rogers,
Burpee (St. John),	Guthrie,	Ross (Middlesex),
Burpee (Sunbury),	Holton,	Rymal,
Cameron (Huron),	Irvine,	Skinner,
Cartwright,	Killam,	Sutherland,
Casry,	King,	Thompson,
Casgrain,	Laurier,	Trow, and
Charlton,	MacDonnell (Inverness),	Wheler.—43.
Crouter,		

## NAYS:

## Messieurs

Abbott,	Girouard (Jac. Cartier),	Méhot,
Amyot,	Girouard (Kent),	Mongenais,
Arkell,	Grandbois,	Montplaisir,
Baker,	Guillet,	Mousseau,
Bannerman,	Hackett,	O'Connor,
Beauchesne,	Haggart,	Ogden,
Benoit,	Hay,	Orton,
Bergeron,	Hesson,	Ouimet,
Bergin,	Hilliard,	Patterson (Essex),
Bolduc,	Homer,	Pinsonneault,
Bourbeau,	Hooper,	Pope (Compton),
Bowell,	Houde,	Richey,
Brecken,	Hurteau,	Robertson (Hamilton),
Bunster,	Kaulbach,	Rochester,
Burnham,	Kilvert,	Rouleau,
Cameron (Victoria),	Kranz,	Routhier,
Carling,	Landry,	Royal,
Caron,	Langevin,	Ryan (Marquette),
Cimon (Chicoutimi),	Lautier,	Ryan (Montreal),
Colby,	Longley,	Rykert,
Costigan,	Macdonald (Kings),	Scott,
Coughlin,	McDonald (Cape Breton),	Sproule,
Coupal,	Macmillan,	Stephenson,
Coursol,	McCallum,	Strange,
Currier,	McCarthy,	Tellier,
Cuthbert,	McGaughey,	Tilley,
Daly,	McDougald,	Tupper,
Daoust,	McDougall,	Tyrwhitt,
Dawson,	McLellan,	Vallée,
Desjardins,	McLennan,	Vanasse,
Donville,	McLeod,	Wade,
Elliott,	McQuade,	Wallace (Norfolk),
Farrow,	McRory,	Wallace (York),
Fitzsimmons,	Manson,	White (Cardwell),
Fulton,	Massue,	White (Hastings), and
Gault,	Merner,	Williams.—109.
Gigault,		

Mr. SPEAKER.

## SUPPLY.

House again resolved itself in Committee of Supply.

371. St. Charles Branch and Ferry between Lévis and Quebec ..... \$536,000

Mr. MACKENZIE. Have the Government determined on building that branch?

Sir CHARLES TUPPER. Yes. This sum is intended to cover half the cost of a steam ferry between Quebec and Lévis, for carrying the cars of the Quebec, Montreal & Occidental Railway from one shore to the other, and for the construction of a branch from Lévis up to the Grand Trunk station, and a direct line from Point St. Charles to the Intercolonial, 12 miles distant. The Government of Quebec will pay half the cost of maintenance of this ferry.

Sir RICHARD J. CARTWRIGHT. What will the ferry cost?

Sir CHARLES TUPPER. About \$200,000, not including the wharf. There will be two steamers to ship and unship the cars, which work is to be done by cranes lifting the whole car. The Quebec Central Railway is to bear a portion of this expense. They are now engaged in bringing that railway from where it crosses the Intercolonial at St. Henri to the same point; and five miles of the line, from the ferry at Point Lévis to St. Charles, will be common to both roads. They propose for the station accommodation which they are to receive from the Intercolonial at that point, and for the use of those five miles of the road, to pay \$12,000 a year, which will cover a considerable portion of the expense outside of what is borne by the Province of Quebec for the establishment of this ferry.

Mr. MACKENZIE. Surely it is not a good plan to build the boats so that the cars have to be hoisted off. Why not have them built like the Great Western Railway boats, from which the cars can be run off?

Sir CHARLES TUPPER. That subject has been very carefully considered, and it is believed that owing to the rise and fall of the tide at Quebec it would be more convenient to have cranes for lifting the cars into and out of those boats. The whole of the arrangements for the ferry and everything connected with it are to be a matter of a joint arrangement between the Government of the Dominion and the Government of Quebec.

Mr. MACKENZIE. At the Grand Trunk crossing at Sarnia they have an adjustable landing to suit the difference in the water level there, which is between three and four feet.

Sir CHARLES TUPPER. There is a good deal of difference in the localities, however.

Mr. MACKENZIE. I think it would be much easier to cross the trains at certain times and land them by other means than by hoisting.

Mr. ANGLIN. How will the trains run when this new branch is built, so as to suit passengers from the Lower Provinces on their way to Montreal, or passengers from the West to the Lower Provinces—will people not going to Quebec be taken down to Lévis and then back to the Chaudière?

Sir CHARLES TUPPER. The intention is to make close connection at the Chaudière Junction, as formerly, with the Grand Trunk, and, therefore, the line between St. Charles and the Chaudière will be operated as usual. All the freight and passengers going to Quebec will be carried directly to that city, and all going to Montreal will proceed direct to it also, without loss of time.

Mr. ANGLIN. Will that not be very expensive?

Sir CHARLES TUPPER. No doubt it would involve some additional expense and locomotive power, but that is