

the road at their own expense? It is not denied that the company have experienced the greatest difficulty in getting the consent of the Government, not only to important, but to most necessary improvements on the road itself, not to speak of the rolling stock. The hon. Minister of Public Works stated a few moments ago, that we should be satisfied with the statement he has made. We are satisfied, but he should not expect us to be very grateful to the Government. We do not owe anything to them, under the circumstances. In 1885 they got some of their supporters from the district of Quebec, to vote for the policy they were then proposing to the House, by promising to use \$1,500,000 to make Quebec the terminus of the railway. Instead of doing so, they used nearly \$1,000,000 of that money for another purpose altogether, for purchasing bonds. The members from the district of Quebec supporting the Government would never have voted for the policy of the Government on that occasion if the Minister of Public Works, who spoke for the Government, had stated to them: Gentlemen, we are asking you to vote \$1,500,000, of which \$1,000,000 is to be used, not to give you the eastern terminus of the Canadian Pacific Railway in summer, but to buy \$1,100,000 of bonds which Mr. Senecal has pledged. I am bound to say that the Government on that occasion obtained the votes of those gentlemen on false pretences: and as they did not intend to use the money for the purpose stated, they obtained the money from Parliament under false pretences also. But there is something worse. As has been stated by the hon. leader of the Opposition and by the hon. member for Bellechasse (Mr. Amyot), that money, which belonged to us and was voted for us, and should have been used for the benefit of the city and district of Quebec, has been used as a bribe. They attempted to bribe the people of Quebec with their own money, and therefore it was worse than an ordinary bribe. Fortunately, the city and district from which I come is not one of those portions of the Dominion which can be bribed by railway subsidies. We have been asking the Government for improvements year after year; and when a local or bye-election has taken place, the attempt has been made to get the support of the electors by more or less definite promises of those improvements; but the electors of Quebec have always taken this position, which I hope they will always take: If those improvements are in the public interest, let them be made, no matter what our vote may be, and if not, we do not want to obtain an expenditure of money which is not in the public interest. But we need not be surprised that the Government have attempted to bribe our city and district with money belonging to them, because that is only carrying out the policy announced by the late leader of the Government. At a banquet given to that eminent statesman at Quebec three years ago, the question of that \$1,000,000 of debentures, and of a subsidy to the bridge, was brought up; and what did he say in regard to it in the speech he delivered on that occasion? That it was the practice of his Government to bribe the people of the country with their own money; and he added, what is perfectly true, I think, that when he would leave the Government there would be very little money left in the public treasury for the Liberals if they came into power. I am sure that the promise to release that \$1,000,000 was only intended as

Mr. LANGELIER.

a bribe. What did the Government say, only two or three weeks before the beginning of this session? The board of trade of Quebec held a meeting at which they instructed their secretary to write to the Government, asking them when and in what manner the promise made by Sir Charles Tupper at the public meeting in Quebec would be redeemed. The reply of the First Minister was that the question was under the consideration of the Government. It was quite evident that when the bribe was held out by Sir Charles Tupper, there was not the slightest intention on the part of the Government to carry out the policy adopted by this Parliament in 1885, because, two months afterwards, the Prime Minister in this way intimated that the Government were then for the first time taking the question into consideration. This was not because the question had not been brought under their notice. Last year I brought it to the attention of the House, and the First Minister then said that that was the first time he had heard of it. Although he had two colleagues from Quebec, they had not said one word to him about it. I am glad that we have compelled the Government to-day to state at last that they will redeem the promise made in 1885 in this Parliament.

Mr. MULOCK. There is one feature of this question which, I think, requires a little attention. We all sympathize with our friends from Quebec in their desire to improve their means of communication with the rest of the Dominion and the outside world; but some of the points referred to by the hon. member for Quebec Centre are likely, I think, to have more far-reaching effects than the betterment of the North Shore Railway. It appears that the promises out of which this discussion has arisen were made in the city of Quebec on the 26th of February, 1891, by Sir Charles Tupper, the duly accredited agent of the Dominion Government; and in the *Morning Chronicle* of the 27th of February you will find those promises set forth, I presume, accurately. Now, I presume that the Government propose not to repudiate the promises made by Sir Charles Tupper, but to make them good, and if so it is time that the House and the country should understand how far ante-election promises are intended to be binding upon the people and the people's representatives. It appears that Sir Charles Tupper—shall I say, in the public interest, or for the sake of carrying a few constituencies—made certain promises; and I would ask the Government and the House if they have the slightest idea of the extent to which the carrying out of those promises will mortgage the resources of this country? I find there were three distinct things promised by the High Commissioner on this occasion. First of all, he promised to hand over \$1,000,000 of the assets of the Dominion to the Canadian Pacific Railway; then he promised to deal with the bridge; and for fear that I might overstate his words, I will read them as they appeared in the press:

“On the question of the bridge in which all are equally interested, why he—”

That is, Sir Charles Tupper.—

—“would say that from the time he took the matter up, as Minister of Railways, he had concluded the bridge was necessary as connection between the Intercolonial Railway and the Canadian Pacific Railway; and his old colleagues in the Government knew how strongly he held to that view. Yesterday—”