

are parties to such a guilty, to such a baseless, to such a false representation; because, as I repeat, the Canadian Pacific Railway Company, according to the papers which have been submitted to this House, were never obliged to build one foot beyond Mattawamkeag. The Government took good care, in the division of the subsidy, that the largest portion of it should be assigned to the road between the St. Lawrence and Mattawamkeag; and the Government were aware, or should have been aware, that the subsidy assigned for the completion of the line from Mattawamkeag to Salisbury, was insufficient, according to the estimates, to construct that line. Therefore, the Government were remiss in their duty in apportioning so much of that subsidy to the line this side of Mattawamkeag and leaving such a small proportion of it for the completion of the line to Salisbury on the Intercolonial Railway. The object they had in view we, of course, are unable to find out. The object that the Government had in concealing the true condition of affairs with respect to this company, of course is one of those things which, perhaps, will never come to light. But we have a statement made by the Canadian Pacific Railway Company that the cost of the construction of that line from the St. Lawrence, including the acquisition and construction as far as Mattawamkeag, has exceeded by somewhere near three millions and a quarter the estimate which they had formed when the contract was taken. I ventured to call the attention of the Railway Committee to this fact, I ventured to propound to them the desirability, the necessity in fact, of the Canadian Pacific Railway Company being called upon to say in what manner the construction of that line had cost three millions and a quarter above what was estimated at that time. I think that before the Government agreed to give them borrowing powers under this Bill, the company should have been called upon to give the Railway Committee a proof that the line actually cost the sum which they have mentioned; because every hon. member knows that there is an idea prevailing in this House and the country that a very large proportion of that money spent for the acquisition of that line from Mattawamkeag, was not spent in the construction of that line at all, but to secure a contract from other intermediary companies who had a large advantage, a paramount advantage, the greatest advantage, in that portion of the subsidy which was assigned to that line. I think it should have been a reasonable and proper enquiry for this House to make, and that it should still make, of the Canadian Pacific Railway Company, that they should produce sufficient evidence to show that the statement which they have made can be borne out by the papers submitted. Now, I think that is the position of affairs to-day, and what is to be done? Some hon. members may say that if there was no legal contract to build the road beyond Mattawamkeag, why do you seek to insert a clause now to compel them to do so? My reason is simply this, because I hold the Canadian Pacific Railway Company to be parties to the announcement which was made, I hold the Canadian Pacific Railway Company as morally responsible for the construction of that line, although not legally responsible, I hold that when they and their agents, and their contractors, sat in this House and heard the Government announce, without contradiction, that they were the contractors to build that line to Salisbury on the Intercolonial Railway, they acquiesced in that statement, and morally bound themselves to carry out the contract to that extent. I say that if such were not the case we would have no further faith in companies or Governments, and in some Governments we know that members have but little faith indeed. What is going to be done under these circumstances? The Government has to do one of two things. The Government has either to insist on this clause going into that agreement and reserving a sufficient sum for the completion of the line; or they have to adopt another

Mr. JONES (Halifax).

course, and come down to this House and ask for a grant to build it themselves as a Government undertaking. The country hold them to that task and the people of the Maritime Provinces will hold them responsible, and if they are willing to assist members in voting down the amendment I offer, then I say the Government are bound in good faith to carry out the pledges made most positively, in the first place, by the Minister of Public Works whose language is so clear and so decisive that no person could misunderstand it; and if the Government are not disposed to place that responsibility on the shoulders of the Canadian Pacific Railway, they are bound to take the next step, and ask the House for a sufficient sum to complete it. And they may take which alternative they please. If hon. gentlemen opposite will say that they will undertake the work themselves as a Government work and proceed with the construction of it at once, I will withdraw the amendment. I put this matter before them. I say if they are willing to declare that they will ask this House to vote sufficient money for the construction of the line at an early date, not at too remote a date, I will withdraw my amendment; but unless they give this House and through this House the people of Halifax and other parts of the Maritime Provinces the assurance that they will proceed with this work as a Government measure, I will press this House to a division at every stage of the Bill. It may be carried against me, but at least we will then see whether members of the Government can forfeit their pledged word and their honor, I may say, and make statements for political and electioneering purposes to induce the country to believe that a contract was made, signed and sealed between them and the Canadian Pacific Railway Company when such a contract never existed. If the Government are willing to place themselves in that position, I will give them an opportunity in Committee and on the third reading of the Bill. Our people are determined to know upon whose shoulders the responsibility rests. We know very well that it rests upon the Government, and we are not going to relieve them from that responsibility. But, if they will now say that they will ask Parliament for a sufficient sum to construct that branch from Harvey to Salisbury I will be satisfied, and I will withdraw my amendment. Nothing less than that will satisfy the people of Nova Scotia or New Brunswick, and we have a right to expect this from the Government in redemption of their pledged faith to this House on more than one occasion. It is no use the Government trying to place the responsibility on the Canadian Pacific Railway Company, when they deliberately allowed the company on their own arrangement to shuffle out of it when they were bound to finish the work; and if they deliberately allowed the company to shuffle out of that which was at least a moral obligation resting upon them, and which was more than a moral obligation, because of the statements made by Ministers, the Government should now come down and ask the House for a sufficient grant to finish it. I leave the matter with the Government, and they can take whichever course they like. If they will give me any assurance that they are prepared to ask the House to build it, I shall not proceed further; if not, I shall move the amendment of which I have given notice which reads as follows:—

That the following be added to the fourth clause after the word "whatever:" "After a sufficient amount of the proceeds of said consolidated stock has first been reserved for the completion and equipment of the railway from Mattawamkeag to Harvey and Salisbury, in the Province of New Brunswick."

I leave the matter there, because it is a matter in the hands of the Government, and they are the principal factors in dealing with it. We know the position of the Canadian Pacific Railway Company, but we have nothing to do with that. We have only to deal with the Administration of the day, and, therefore, I say that if the Government assist in