

refer to at the present time, induced the House, by a majority of one, to vote out that Government, and with eight seats vacant at the time. A few days afterwards the hon. gentleman stated to the House the necessity of granting \$400,000 more, and a further appropriation of \$100,000 a year for twenty years, in aid of railways, and that too without having appropriated a single dollar of the \$1,500,000. The hon. gentleman was asked: "Why do you not appropriate the \$1,500,000 before you ask for \$400,000 more? Why do you not do that before you impose on the country an obligation to expend \$100,000 a year for twenty years?" The hon. gentleman answered that the money was pledged. To this it was answered that it was not pledged except for some eighty-six miles of road. When I pointed out that this was a bait held out to the House, the hon. gentleman was very indignant. On the 22nd of February, 1872, the hon. gentleman brought down his resolutions, and, without giving any information to the House, without stating that any more would be appropriated, he forced them through the House; and on the 24th of February he introduced a Bill founded on this resolution. On the 28th of February, he carried the Bill through, and during the course of that debate, the hon. Mr. Cameron, the present Judge, and myself, who were opposing him, asked him to tell the House what railways required aid, and the hon. gentleman professed not to know what railways would receive aid. The Bill was passed, and, to the astonishment of the House, the hon. gentleman opened his desk and pulled out ten Orders in Council for granting aid to that many railways. We had no opportunity of ascertaining anything regarding these railways, and the hon. gentleman the next day forced the ten Orders in Council through Parliament to grant aid to these railways. Then we said: "Let us now, for the future, try to ascertain what should be the proper rule of Parliament regarding railway grants; let us lay down a rule so that hon. members shall not be taken by surprise, and so that no Government can force railway grants through Parliament until the House has received proper information regarding them." If hon. members will look at the Journals of the House of the 28th February, 1872, they will see that a resolution was moved to the following effect: "That the country will have just ground for dissatisfaction unless some plan is adopted, whereby, while making all just and necessary provision in aid of railways and other public improvements of provincial interest, provision should be made for municipal obligations, &c." That resolution was voted down, and the Bill was carried. The hon. gentleman then passed his Bill, providing for \$400,000 more, on the flimsy pretext that the whole of the \$1,500,000 had been pledged; but he did not tell us what railways the money was pledged for. In order to enable us to judge whether these railways were entitled to have aid or not, we asked for delay. "No," said the hon. gentleman, "I cannot grant you delay"; and he forced the resolutions through the House the same day. I am pointing this out in order to show that when the hon. gentleman had control of the Ontario Government he was not so fastidious about the House obtaining information. Now, let us see what resolution was moved in order to establish a rule so that hon. gentleman might know whether or not the Orders in Council were forced through by the Government without proper notice. On February 29, 1872, the hon. Mr. Cameron moved, seconded by Mr. Rykert:

"That the said order, together with nine others, involving an aggregate appropriation of \$1,500,000 having been placed on the Table of this House yesterday, and the Government, to repeated requests, having refused to give information as to the undertaking they intended to pass Orders in Council in favor of, till the House had voted an additional subsidy of \$400,000, and a further appropriation of \$100,000 a year for twenty years, the Government has not given this House sufficient time for the consideration of the Order in Council to enable it to give an intelligent and just judgment upon the claim of the several enterprises, and that in future, Orders in Council requiring the ratification of the House should be submitted at an earlier period of the Session, and should  
Mr. RYKERT.

not be taken into consideration by the House until the same has been laid before the House at least four days."

Where was the hon. gentleman then? I find amongst the nays on this resolution the names of Barber, Baxter, Blake, &c., and it was lost by a large majority. I merely point this out to show how inconsistent the hon. gentleman may be. In principle, I am opposed to the granting of a single dollar of aid to any railway company. But we are seized with certain facts, and those facts justify those who are in favor of granting aid to railways, and I am satisfied that the hon. gentleman himself knows right well whether those railway companies are entitled to receive aid or not. I am satisfied that this House is possessed of sufficient information to enable it to judge whether those railways are entitled to this aid or not. If the statements of the hon. Minister of Railways be correct, and no one can doubt them, these railways will help, to a large extent, the great chain which will extend from ocean to ocean. I simply rise to say that while the hon. gentleman attacks the Government with negligence, he himself on another occasion was unwilling to lay down a fixed rule.

Mr. BURPEE (Sunbury). I would like to know whether this short line which is now proposed to be subsidized, will proceed the full length of the line described on the map which is laid before Parliament, or stop at some point short of that; because by the speech we have just heard from the hon. Minister of Railways, it is now going by St. John instead of direct from Moncton to Montreal. Where will it connect with the Intercolonial now, for I presume it will connect at some point with the Intercolonial Railway, and proceed by that road to St. John?

Sir CHARLES TUPPER. It is quite impossible for me to say. The project which was laid before the members of the House of Commons by Col. Snow, General Manager and Chief Engineer of the Great American and Short Line Railway Company, is the project, no doubt, they desire to carry out. The hon. gentleman is aware that the charter for what is called the Central Railway has recently been changed in the Legislature of New Brunswick, in a direct line from Fredericton to Salisbury.

Mr. BURPEE. From a point between Salisbury and St. John?

Sir CHARLES TUPPER. It is quite impossible for me to say. There are several lines by which they propose to shorten the connection that are not provided in these resolutions. In fact the full subsidy proposed to be given to that railway company is \$3,200 per mile from the Strait of Canso to Louisburg. These resolutions contemplate—and I thought I had made that clear—the connection by the line, as the hon. gentleman knows has been worked upon, as I may say—that parties have endeavored to work out for many years, or what is called the Megantic line. It is only recently that the Great European and Short Line Railway has struck directly to Houlton from Lake Megantic. That is the line they propose to build, and then ask a subsidy from Fredericton to Salisbury, or some other point near there. They then ask a subsidy from Painsic Junction to Baie Verte, and from Baie Verte to Pugwash, in order to shorten the line from Louisburg to Montreal, the long projected line, to secure which so many efforts have been made in order to shorten the distance between Montreal and the nearest ocean port, St. Andrews, and the next nearest, St. John, and the next Halifax. The hon. gentleman is aware that that line has always been projected to go from the State of Maine, in the neighborhood of Lake Megantic to Matawankeag, on the European and North American line. That is the line that has been projected, and it has this advantage. It not only goes through the great commercial centre of New Brunswick, St. John, but it has the advantage that it utilizes