

ment granted the Government of the Province of Quebec a sum of \$6,000 per mile for the railway between Montreal and Quebec, on the north shore, and a sum of \$12,000 per mile for the same railway between Montreal and Ottawa. Further on will be found another sum of \$6,000 per mile given for the extension of the Pacific Railway from St. Martin's Junction to Quebec, that is to say, \$960,000. Mr. Speaker, what I have to state I state here, while those who have known the facts are still in existence. I intend to reveal no secrets, to make known nothing of what took place in caucus; and I will only relate facts which became public at the time. I wish to record them here, in order that when we shall have a Government with the courage and ability to keep a pledge we may hope that the honest and true agreement then arrived at will be fulfilled. When it was requested from the Dominion of Canada, from the members convened in Parliament, to grant the Pacific Railway an additional help, amounting to about \$30,000,000, we, the then ministerial members of the Province of Quebec, had a meeting, and said that we believed that the policy of building and supporting the Canadian Pacific was a good policy, provided it did not have the effect of exhausting the old provinces. We were ready to vote additional grants. I hear cat-erwaulings. If the night is not long enough for those cats, their propensities must be strong indeed to so bring them out in plain daylight. If the Government means to have ill-bred individuals as supporters, or if it wishes to pass for having such, it may let them behave in this way. If it is thought that we will be intimidated by such treatment it is a great mistake. We are good-natured enough not to use often our right to speak French in this House; but if an attempt should be made to curtail our rights and liberties in this respect it is the reverse that will be gained. Instead of spending here a session of two or three months listening to bad English spoken in this House, these people will be forced to stay one or two months longer hearing good French. Mr. Speaker, we, of the Province of Quebec, said that we were ready, provided we had a share of advantages equivalent to the sacrifice we were making. We did not prevent the other provinces doing the same. We did not prevent Ontario, New Brunswick nor Nova Scotia demanding what they wanted; but we, representing the Province of Quebec, made plain our demand. It may be said this is sectional. Well, when it comes a question of choosing Ministers, is not the choice a sectional one? When public moneys are to be apportioned, the total is always proportionately allotted to the provinces. So, we, of the Province of Quebec—and I say it openly, so that it may be well understood—we told the Government: We are ready to support the Canadian Pacific provided the Province of Quebec may have a *quid pro quo*. And then, in room No. 8, that room which remained famous, the Ministers came before all the ministerial representatives of the Province of Quebec, and they solemnly promised that the Government of that province would receive, as compensation, not \$6,000 per mile, but \$12,000 per mile, computed on the length of the railway from Ottawa to Quebec. And as early as 1884 this promise was broken, and \$6,000 per mile only was granted for the road from Montreal to Quebec. So, this vote had been extorted from us under false pretences. Such was the commence-

ment of the policy which was, later on, to bring disaster on the city and district of Quebec; for since these \$960,000 were taken from the Province of Quebec to be given to the Canadian Pacific, what has been done? This sum was used to destroy the commerce of Quebec, because, owing to a contract imposed upon the Canadian Pacific Railway, it had become the interest of the Canadian Pacific to kill this commerce, in fettering traffic between Quebec and Montreal, in preventing the travelling public from using this road, and the merchants from sending their goods that way. From the date of this contract, the Canadian Pacific has been interested in having this road fail to pay, and it bends its efforts towards preventing it from becoming a paying road. Such being its interest, I do not blame the company; but I blame the Government for having broken the solemn pledge which they gave us then; and I blame them for having, ever since 1884, used this promised money, which belongs to the Province of Quebec, prejudicially to the interests of a great district, and contrary to the interests of the country, since its general commerce is thereby made to suffer. On the other hand, is the Government now ready to proclaim before the country that they can, on the eve of an election, in the full turmoil of a campaign, and in the name of the Government majority, say to the electors: Here are so many millions for the purchase of your votes? They have the courage of not admitting that they were wrong. They have the courage of not regretting having come to the electors and of having said: Here are millions; vote for us, in spite of our bad general policy, in spite of our having no trade with the United States—

Some hon. MEMBERS. Oh!

Mr. AMYOT. Mr. Speaker, if those cats do not go back into the bag, let them remember that we have a voice that cannot be squealed down, and we will use it. It is really to be deplored, Mr. Speaker, that here we cannot be presumed to address an assembly composed entirely of gentlemen.

Well, Mr. Speaker, I regret that the Government should not somewhat deplore the grave offence they committed during the election excitement. Happily the city and district of Quebec are enlightened enough not to allow themselves to be bought, to be bluffed, to be deceived by false promises. For a long while the Government has been at fault in this matter. They now promise to do better. Very well; let them do this; it will be in order afterwards to settle the accounts between them and the country. These are, Mr. Speaker, the observations I had in mind to make when I took the floor.

Mr. LANGELIER. The hon. Minister of Justice, in replying to me yesterday, misstated what I said. I never pretended that the Canadian Pacific Railway had been or were being prevented from improving the road. What I stated, and what I repeat to-day, is that under the arrangement entered into with the Government the company are not at liberty to make any improvements on the road out of the money voted for that purpose in 1885, without the consent of the Government. Of course, if they choose to make those improvements at their own expense, the Government would not interfere; they would be only too glad to see them made. But how can it be expected that the Canadian Pacific Railway Company will improve