

Railway to make the harbor of Quebec that which it is believed, in the interest of the whole of this country, it is desirable it should be made, namely, the summer terminus of the Canadian Pacific Railway."

Indeed so convinced seemed the Government to be that the port of Quebec should be the summer terminus of the Canadian Pacific Railway that they thought it proper not only to appropriate the sum of \$6,000 per mile to the Government of Quebec for the line from Montreal to the harbor of that city, but also to ask for an equal amount of \$6,000 per mile to ensure the extension of the Canadian Pacific Railway at Montreal to the harbor of Quebec. The policy which had been propounded was to grant the Province of Quebec a subsidy of \$12,000 per mile, but this subsidy was divided. For the part of the road which had been disposed of in favor of the Canadian Pacific Railway Company—that is to say, from the City of Ottawa to the City of Montreal—the Province was allowed \$12,000 per mile. But for the part from St. Martin's Junction to the port of Quebec, they were only allowed \$6,000 per mile, the difference of \$6,000 being deducted from the subsidy which otherwise would have gone to the Province, in order that it might be applied by the Government in enabling them to extend the railway from St. Martin's Junction to Quebec. Respecting that part of the question Sir Charles Tupper used this explicit language:—

"Under these circumstances it was thought judicious to appropriate \$6,000 per mile to the Government of Quebec, for that portion of the line extending from Montreal to the harbor of Quebec, and to ask Parliament for an appropriation for an equal amount of \$6,000 a mile for the purpose of ensuring the extension of the Canadian Pacific Railway from its present terminus at Montreal to the harbor of Quebec. The resolution states very explicitly the mode in which that appropriation will be used."

It is fair to assume that the Government were impelled to the course which they then took by the strong force of public opinion which they found in favor of that project. The public mind had become uneasy as to the intention of the Canadian Pacific Railway Company. A speech delivered by the president of the company, Mr. Stephen, at Portland, had led people to believe, and not unnaturally to believe, that the intention of the company was not to extend their road farther east than the City of Montreal, and after reaching the City of Montreal, to diverge to the south-east, and then, if I may so speak, scamper off to some port on the other side of the line. Public opinion had been considerably agitated on the subject, and the unanimous consensus of opinion was that the railway should be extended along the north shore as far east as where the waters of the St. Lawrence are tapped by the Intercolonial Railway, and that Quebec should be the summer terminus, and some port in the Maritime Provinces the winter terminus; and I remember that a highly representative deputation, composed of delegates from Halifax, St. John and Quebec, had an interview with the Government on that matter. However, whatever may have been the impelling motive of the Government, there was no uncertainty as to their act. They undertook to procure the extension of the Canadian Pacific Railway as far east as the harbor of Quebec. I have already quoted the language of Sir Charles Tupper, in which he stated that ample provision for that extension was to be found in the resolution. The resolution to which he referred read thus:—

"For the extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, near Montreal, to the harbor of Quebec, in such manner as may be approved by the Governor in Council, \$6,000 per mile, not exceeding in the whole \$960,000."

When this resolution came before the House, my hon. friend beside me (Mr. Blake) pointed out that it was rather wide and indefinite in its scope. He was answered by the Prime Minister that it was made so wide and indefinite the better to enable the Government to carry out the end they had in view. His language was as follows:—

"It is framed so as to enable the Government to procure an extension of this railway from its terminus to the harbor of Quebec.
Mr. LAURIER,

There is no specific mode pointed out, nor is it desirable that there should be. It leaves the question open for the adoption of the best line that can be secured."

In the course of that discussion the hon. member for Bellechasse (Mr. Amyot), who I observe is absent to-day, spoke very plainly as to what he believed to be the intention of the Canadian Pacific Railway Company. He stated in so many words that he did not believe that they had any intention to go farther east than the City of Montreal, and that so far as could be inferred from their words and deeds, he was fully of opinion that their intention was to divert the trade of the Canadian Pacific Railway from Montreal to some American port, as Portland or Boston. He was answered by the Minister of Public Works, whose language as to what was the intention of the Government, and as to what the Canadian Pacific Railway should be compelled to do, was as forcible and definite as language can be. The hon. Minister of Public Works said:

"In answer to the hon. member for Bellechasse I must say this—the hon. gentleman speaks as if the extension of the Canadian Pacific Railway was not to be in the Province of Quebec. That extension is to be from Montreal to Quebec, and in the Province of Quebec, and for the benefit of the whole Dominion, but especially for the Province of Quebec. The intention is to make the harbor of Quebec the eastern terminus in summer of the Canadian Pacific Railway. This has been asked, the people and the press have asked it, and we have come down with these resolutions to carry it out; that is to say, we propose to give \$6,000 per mile in order that the terminus of the Canadian Pacific Railway shall be in the harbor of Quebec."

So that, Mr. Speaker, there cannot be any ambiguity as to what was then the intention and the pledge of the Government in reference to this matter. They directly pledged themselves to procure an extension of the Canadian Pacific Railway as far as the harbor of Quebec; and if the language of the resolution was wide in its scope, the language of the statute, though more explicit, was equally wide. The statute which was framed on the resolution passed by Parliament provided two ways by which the Government could secure the proposed extension. One was that the Canadian Pacific Railway Company should buy the section of the North Shore Railway extending from St. Martin's Junction to the waters of the St. Lawrence at Quebec, and the other was that, failing this alternative, failing the co-operation of the Canadian Pacific Railway Company with the Government in that respect, another line should be built from some point near St. Martin's Junction to the waters of the St. Lawrence at Quebec. Here is the language of the statute:

"3. The Canadian Pacific Railway Company may, within six months from the passing of this Act, purchase the North Shore Railway from St. Martin's Junction to Quebec, or may obtain control of the same, or may make with the owners of the said railway such arrangements as will allow the said Canadian Pacific Railway Company to extend its railway to Quebec—failing which, the provisions contained in the three following sections may take effect.

"4. And whereas it may become necessary for the construction of a railway in conformity with the intention and purpose of the subsidy, for the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, or some other point on the said railway, to the harbor of Quebec, that a company should be incorporated with the powers requisite for such construction, and for making financial arrangements for the purpose thereof; therefore it is hereby further enacted as follows:—

"For the purpose of incorporating the persons undertaking the construction of the said railway, and those who shall be associated with them in the undertaking, and so soon as a contract shall be made with them by the Canadian Pacific Railway Company, for such construction, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter."

Now, Mr. Speaker, such was the state of this matter at the end of last Session. What has taken place since? So far as we can judge, we are standing in exactly the same position as we occupied at the close of last Session. The six months within which the Canadian Pacific Railway Company were to enter upon negotiations for the purchase of the North Shore Railway have lapsed, and the North Shore Railway has not been acquired by the Canadian Pacific Railway Company, nor have the company obtained control of the railway, nor have they made any ar-