

\$63,400. The remaining distance is by the Intercolonial Railway to Moncton.

Under these circumstances, it will be obvious to the House that the Government deliberately approved of this transfer by the Atlantic and North-West Railway Company of so much of their contract as to carry their road to Mattawamkeag, and they were aware, of course, having dealt with it by Order in Council, that, under that arrangement, the Canadian Pacific Railway Company were not legally bound to go one foot beyond Mattawamkeag. Yet, under this positive and clear understanding which is now before the House, we are brought face to face with a condition of affairs which was supposed to have existed under the statement made by the late Minister of Finance. I need only repeat here one quotation from that hon. gentleman's speech. He said :

"When that company have declared by the most solemn, important and businesslike act that it is possible for them to do—by putting their hand and seal to a contract binding them to build not only the short line of railway that comes to St. John, but also the short line of railway that passes St. John by coming from Fredericton to Moncton, because that is in the bond, and that is the work with which they are immediately to grapple."

That is the statement made by the hon. Minister of Finance, in Halifax, and subsequently given by him to this House. On that occasion I said to the Minister of Finance :

"If my information is correct, they are constructing the branch from Mattawamkeag to the Central Railway, and no progress is being made on the other branch. I am aware that it is said to be under the charge of the Canadian Pacific Railway Company, but it appears to me the Government should exercise supervision over those roads when public money is expended on them.

"Sir CHARLES TUPPER. Certainly, the contract is with them."

There you have that deliberate statement made on behalf of the Government, first at Halifax and secondly in this House, by the Minister of Finance, before his colleagues, who were aware of it, before the members of this House, some of whom were interested in the Canadian Pacific Railway, and were doubtless aware of it as the Government were aware of it. We must hold them bound as having been aware of the agreements which were made under the Order in Council, and yet they allowed this impression to go to the country day after day, which was a false one, which was a deliberate misrepresentation. I remember last Session that the Speaker decided, when a question came up here and an hon. member charged another with stating what was false or with stating a falsehood, that it was not parliamentary language to say that it was a falsehood or a false statement, but at the same time he said there was nothing unparliamentary in quoting any proof you could bring in support of the statement that the party you were referring to had made a false representation or had stated what in fact was not true. I have only in this case to refer to the statement made by the Minister of Public Works in Committee the other day, that no contract ever had existed or did exist with the Canadian Pacific Railway Company for the construction of a foot of that line beyond Mattawamkeag. With such a statement coming from the Government, in direct contradiction to the iterated statements of the late Minister of Finance, I leave it to this House to say whether the late Minister of Finance occupies in this matter a very creditable position before the country. I do not hold the Canadian Pacific Railway Company altogether blameless in this matter, because their representatives were present and heard the statements made by the Minister of Finance. They were parties to that statement as much as if they had made it themselves, because, if a statement is made deliberately in Parliament respecting a transaction in which others are engaged or are supposed to be concerned, and those parties sit quietly by and tacitly acquiesce in the statement of a member of this House, they become a party to that statement, and the

Canadian Pacific Railway Company were in that respect a party to the statement made by the hon. Minister of Finance. This transaction has been one of very great interest to the people of the Maritime Provinces and to the people of my own city. The impression conveyed there has been generally accepted on the ground of the statement made by the late Minister of Finance. They were unwilling to believe, as I was unwilling to believe—I never doubted for one moment that the statement which he made was inaccurate or untrue—I was unwilling to believe that a gentleman occupying the high position in this country of the late Minister of Finance, a man who had been in charge of all these negotiations for a long time, would deliberately, for political purposes, at a time when great public interest was excited in regard to that railway and its completion, would have come down to Halifax and have made such a statement as that to which I refer. They would have been more astonished, and I think the members of this House will share that astonishment when they find that the Minister of Finance not only made that statement there, but reiterated it here deliberately in the presence of his colleagues, who, under those circumstances, shared the responsibility of that statement. I said the people of the Maritime Provinces felt great interest in the completion of that line. I hold in my hand a circular which has just been issued by the Board of Trade at Halifax, a new commercial organisation, not in competition with the Chamber of Commerce, but embracing other mercantile men in that community. It is mainly taken up with this Short Line Railway question. They say :

"Whereas the Government of the Dominion granted large subsidies to certain contractors to construct and operate a short line railway to connect the ports of St. John and Halifax with the Canadian Pacific and other Upper Province railway systems, and thus establish a complete and rapid railway communication from ocean to ocean; and

"Whereas such short line was held out to the Maritime Provinces as in some measure a compensation for the large burdens created by the construction of the Canadian Pacific Railway; and

"Whereas at the time of the granting of such aforesaid subsidies, fears were expressed that the eastern section of the road would not be built and the Government thereupon gave the fullest assurance that the contractors would be compelled to complete the whole line; and

"Whereas the contract has been acquired. —"

Observe, Mr. Chairman, how this Chamber of Commerce have been led into the statement here based upon the representation of the Minister of Finance—

"Whereas the contract has been acquired by the Canadian Pacific Railway Company, and such company in violation of its assurances given by its directors and in violation of the pledges given by the Government, have not begun work on the eastern section between Harvey and Moncton, and there are just fears that the eastern section will not be built; and

"Whereas the Canadian Pacific Railway Company entered into a solemn and binding contract to build and operate the aforesaid road; and

"Whereas the completion of said section is of paramount importance to the Province of Nova Scotia; be it therefore

"Resolved, That the Board of Trade strongly protest against the action of the Canadian Pacific Railway Company as a breach of faith, and calls upon the Government of the Dominion to fulfil its pledges by compelling the company to forthwith proceed with the construction of such section between Harvey and Moncton."

As I observed, the members of the Chamber of Commerce were led into passing this resolution by the representations which had been made in this House and out of it, and they say here :

"Whereas the Canadian Pacific Railway Company entered into a solemn and binding contract to build and operate the aforesaid road."

Now, we find when we come to probe the thing, when all the papers are submitted to this House, that there never existed a line of obligation, of a legal obligation, on the part of the Canadian Pacific Railway Company, to build one foot beyond Mattawamkeag. I say that this exhibition of Government duplicity, this exhibition of the manner in which the Government have traded on the desires of the people of the Maritime Provinces in regard to this road, is anything but creditable to the Government which