

ter with the engineer sent to examine the road, and from the report he had given me I had satisfied myself this was a road I could fairly recommend for the favorable consideration of the Government; but as I stated before, these parties were all assured that no pledge could be given, nor promise further than that from the information in my possession, my own judgment would be favorable, and I would be prepared to recommend it, but until within the last week when the Government dealt with this, I did not, nor did any member of the Government know a single dollar would be given for the construction of the work.

Mr. BLAKE. The letter written before the Elections declares: "I will lay your case before the Governor"—

Sir CHARLES TUPPER. Governor?

Mr. BLAKE. I suppose Government is meant. "I will lay your case before the Government with a favorable consideration." That might have been held to express the personal opinion of the hon. gentleman, and not to bind his colleagues, who, on further consideration, might induce him to alter his mind. The letter proceeds to say: "This letter is written in concurrence with the Privy Council," so that there was the assurance that favorable consideration would be given with the concurrence of the Privy Council.

Sir CHARLES TUPPER. There is some mistake. If I was in a position to say the Privy Council had decided to consider the question favorably, the matter was at an end, and I could have told them the Government had decided. But I told them I had not received the report, but from consultation with the engineer I had formed a favorable opinion of the road, and was prepared to submit the subsidy to the Government. The simple distinction between the Government deciding and the Government being aware that I had communicated the fact that I would be prepared to submit the matter for their favorable consideration, gave no pledge, but left the matter to be dealt with entirely on its merits when the case came before us. The whole thing occurred in a very brief period, and I had no means of giving any assurance that aid would be granted, further than that I have generally found, in matters appertaining to my own Department, my colleagues are prepared to give every consideration to my suggestions.

Mr. BLAKE. The letter says: "Your report is not in, but we are satisfied it will be favorable, and I will lay your case."

Sir CHARLES TUPPER. The hon. gentleman had better read the letter itself, and not the report of it. I generally try to write English, and the hon. gentleman will see that is not good English. I know there is a mistake in the report with reference to the term "Governor." I never wrote such a letter as the hon. gentleman has read. The general terms of the letter are, so far as my memory serves, correct, but I have some doubt as to the accuracy of the expression in the last portion.

Mr. BLAKE. I know no more than I learn from reading the paper; but at the same time this Mr. Alexander Henry, whom I know not, would have been disposed, I should judge, to think this letter meant a little more than the hon. gentleman declares it did mean. The substance of the statement is that the hon. gentleman was satisfied the report would be favorable, but could not put the matter finally before the Council until he got the report.

Sir CHARLES TUPPER. I told the hon. gentleman how I had satisfied myself.

Mr. BLAKE. The hon. gentleman announces he is satisfied, and then announces he will lay it before the Government for favorable consideration. Then he announces this is written in concurrence with the Council. I think the hon. gentleman—no doubt through a slip—conveyed the impression to Mr. Henry, and then associated with him, that this, though not a pledge, was strong enough:

Sir CHARLES TUPPER,

To the Quebec and Lake St. John Railway Company, for twenty-five miles of their railway, from St. Raymond to Lake St. John, in the Province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$80,000 00

In addition to the subsidy granted by the Act 45th Vic., chap. 14.

Mr. BLAKE. Is there any change here?

Sir CHARLES TUPPER. I stated that there was an error in the appropriation last year of twenty-five miles, not through the fault of the company, and that this covers the subsidy intended to be granted.

Mr. BLAKE. Is the company in a good financial condition?

Sir CHARLES TUPPER. I am satisfied of that. They have \$4,000 a mile from the Local Government, and probably \$20,000 will cover the cost of the road.

For a railway from the Intercolonial Railway at Petitecodiac to Havelock Corner, in the Province of New Brunswick, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$38,400 00

Sir CHARLES TUPPER. I have no doubt this would be taken advantage of, because for some time application has been pressed on the Government and the representative from that Department, that it would form a corresponding road upon the northern side of the Intercolonial, between St. John and Shediac, to that which was partially subsidized by my predecessor, namely, the Elgin Branch, which runs on the south of the Intercolonial, or the St. John and Shediac Railway. This runs from a corresponding point on the Intercolonial into a very good district to the north, and I have little doubt that the aid proposed will secure the construction of that branch, and thus make a very valuable feeder to the Intercolonial.

Mr. BLAKE. Has the hon. gentleman any idea of the cost?

Sir CHARLES TUPPER. The country is not difficult to construct a road through, and I should suppose \$15,000 or \$20,000 would construct it.

For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... \$660,000 00

In addition to the subsidy granted by the Act 45th Vic., chap. 14.

Mr. BLAKE. If I rightly understood the purport of the observation of the hon. gentleman the other day upon this subject, the intention is to grant this subsidy to the company which was once known as the Northern and North-Western Railway Company.

Sir CHARLES TUPPER. That is the expectation.

Mr. DAWSON. This is a very important road to the district I represent and to the country at large, and, I think, in no sense can it be considered otherwise than as a Dominion road. There was a grant of \$6,000 last year, making with this additional grant \$12,000, which, I hope, will induce some company to go on and construct the road. For that road there was a grant of \$8,000 made by the Ontario Government in 1877, and it still remains on the Statute-book. It was a grant from the Railway Aid Fund of Ontario, but no company was then induced to assume the undertaking. The grant was \$8,000 per mile from Gravenhurst to Lake Nipissing, or in other words to Callander, but it is now to be applied over the whole line from Gravenhurst to Sault Ste. Marie. The other day the hon. leader of the Opposition made a suggestion which struck me at the time as being a very practical and sensible one, and that was that this grant made by the Ontario Government might be made available for the lines through to Sault Ste. Marie—for it is unreasonable to suppose that the Ontario Government will build a line parallel to the Pacific.