

PARLIAMENTARY ELECTIONS.

Mr. CAMERON (Huron) moved for leave to introduce Bill (No. 14) to consolidate and amend the Acts respecting the election of members of the House of Commons.

Mr. McCARTHY. Explain.

Mr. CAMERON (Huron). The Bill which I have moved for leave to introduce is substantially the same as that which was before the House last Session of Parliament, but which, owing to the pressure of business at the close of the Session, we were unable to reach. One of its main objects is to make violations of the provisions of the Bill criminal offences—misconduct on the part of candidates and on the part of electors. The Bill contains several provisions, which I will discuss fully when I move the second reading.

Motion agreed to, and Bill read the first time.

THE SCOTT ACT.

Mr. TUPPER enquired, Whether it is the intention of the Government to indemnify the parties who prosecuted under the Scott Act, but failed in their prosecution solely in consequence of the proclamation of the Act being held by the courts to be of no force or effect?

Mr. COSTIGAN. I desire to say that, in the opinion of the Government, there is no reason for assuming any responsibility in regard to the prosecutions referred to.

OFFICE OF MINISTER OF RAILWAYS.

Mr. BLAKE enquired, How many days was the late Minister of Railways in Canada during the Recess between the Session of 1883 and that of 1884? At what date did he resign? Who has been acting as Minister of Railways since his resignation? Is it intended to fill the office of Minister of Railways? If so, when?

Sir JOHN A. MACDONALD. The memorandum with which I have been furnished does not answer the first part of the question—the part with reference to the number of days Sir Charles Tupper was in Canada during the Recess between the Session of 1883 and that of 1884—but I will give the hon. gentleman the information to-morrow. Sir Charles Tupper resigned about the first of June, 1884. The Hon. John Henry Pope has been acting Minister of Railways since that resignation. It is intended to fill the office of Minister of Railways ere long.

OFFICE OF LIBRARIAN OF PARLIAMENT.

Mr. BLAKE enquired, When did the office of Librarian of Parliament become vacant? Has a Librarian been appointed? If not, when is it intended that a Librarian shall be appointed?

Sir JOHN A. MACDONALD. The office of Librarian became vacant on the death of Dr. Todd.

Mr. BLAKE. I asked when.

Sir JOHN A. MACDONALD. I say that it was on the death of Dr. Todd.

Mr. BLAKE. But when was that?

Sir JOHN A. MACDONALD. On the 22nd of January, 1884. A librarian has not yet been appointed, one will be appointed ere long—I was going to say to-morrow, only I know the hon. gentleman would laugh.

CANADIAN PACIFIC RAILWAY—SUBSIDY TO THE NORTH SHORE LINE.

Mr. LAURIER moved for :

Copies of all correspondence between the Canadian Pacific Railway Company and the North Shore Railway Company, for the purchase by

the said Canadian Pacific Railway Company of the said North Shore Railway from St. Martin's Junction to Quebec, or to obtain control of the same, or to make such arrangements as would allow the said Canadian Pacific Railway to extend its railway to Quebec; 2nd, of all correspondence between the Government and the Canadian Pacific Railway concerning the extension of their railway from St. Martin's Junction to the Harbor of Quebec; 3rd, of all correspondence between the Government and any other persons for the purpose of incorporating such persons for the construction of a railway from the terminus of the Canadian Pacific Railway at St. Martin's Junction to the harbor of Quebec.

He said: It must be within the vivid recollection of hon. members of this House that last Session, when the Government introduced their policy concerning subsidies to railways, they allotted a certain sum to the Government of the Province of Quebec in consideration, as the resolution said, of their having constructed the railway from Quebec to Ottawa, forming a connecting link between the Atlantic and Pacific coasts *via* the Intercolonial and Pacific Railways, and being, as such, a work of national and not merely provincial utility. The reason which was thus summarily recited in the resolution was stated more fully by the then acting hon. Minister of Railways, Sir Charles Tupper, that reason being that the railway constructed by the Province of Quebec was really a part of the Canadian Pacific Railway and a part of our national system of railways. This argument of the hon. Minister did not apply simply to that portion of the road which has been acquired by the Canadian Pacific Railway Company, and which was, at the time that he spoke, actually part of their line, but applied to the whole of the railway as constructed by the Government of Quebec from the City of Ottawa to the harbor of Quebec. The hon. Minister then said further that in his opinion, and indeed in the opinion of the Government of which he formed a part, the best interests of the country required that the whole of the railway constructed by the Quebec Government should be a part of the Canadian Pacific Railway, and that the summer terminus of the railway should be the harbor of Quebec. Indeed, as far as I understood the Minister, he somewhat deprecated the action of the Government of Quebec in failing to secure that national requirement. But I cannot do better than quote the forcible language which was used on that occasion by Sir Charles Tupper. He said:

"We now come to the Province of Quebec; and I may say no person in this House, will question for a moment the fact that if provision had not been made by the Province of Quebec, for the construction of a railway from Quebec to Ottawa, this House would have regarded, the country would have regarded, the Canadian Pacific Railway as entirely incomplete, and would have been prepared to deal with that branch of the question, just as our hon. friends opposite dealt with the question of connecting the Canada Central from Pembroke to Callander, by an appropriation of a sum of money sufficient to accomplish the purpose. The fact that the Government of Quebec anticipated that action, the fact that the Government of Quebec have since Confederation, expended from their own treasury a sum, I believe, of over \$14,000,000 in the construction of railways within the Province of Quebec, instead of diminishing their claim to consideration at this late hour, strengthens it, I think, very much; this fact increases the strength of their position in approaching the Government as they have done, and asking to be recouped a fair amount of that money and to be placed relatively in somewhat the same position as that which they would have occupied if they had not been so forward to promote that which is admitted on all sides to be the great national work of this country. Under these circumstances, the Government of Quebec, having contributed, as I say, over \$14,000,000 in railway construction in that portion of the Dominion, came to this Government with a claim for fair and just consideration as regarded that section of railway construction which they had engaged in and completed and which might fairly be regarded as a portion of the great inter-oceanic line of railway connecting, in fact, across the entire Continent, through Canadian territory, the two oceans. After full and fair consideration of the proposals that were made, and of the fact that they had exhausted the resources of the Province of Quebec in this effort, this successful effort, to construct this most important link of the great national work, the Government came to the conclusion that the Government of Quebec were entitled to a grant of \$12,000 per mile for that portion of the road that had already become a link and a portion of the Canadian Pacific Railway,—that portion lying between the city of Montreal and Ottawa; and as regarded the other portion, the only hesitation, the only doubt that existed as to the propriety of expending the \$12,000 per mile from Montreal to the harbor of Quebec, arose from the fact that the Government of Quebec had parted with that portion of the railway, and that, at this moment, it did not afford that short and unrestricted line of communication for the Canadian Pacific