

or not, the hon. gentleman has the authority on which I made the statement.

Hon. Mr. CASGRAIN—Then I suppose I am obliged to give my authority also, I went this morning to the Department of Railways and Canals, and asked the secretary, Mr. Jones, about it. I may explain why I asked. I had tried myself for a railroad whose bondholders I represented, to obtain the loan of a locomotive, and they refused me, saying they had work for all their locomotives, and therefore I was surprised to hear the leader of the opposition say that they had loaned locomotives to the Canadian Pacific Railway. That is why I went myself to the department and asked Mr. Jones. Mr. Jones told me he thought they never—in fact was positive they never did loan locomotives. I said I intended to repeat his statement in the House this afternoon, and he went in and asked Mr. Schreiber, and Mr. Schreiber said they never loaned a locomotive to the Canadian Pacific Railway.

As to the Intercolonial Railway not giving the satisfactory results which we as Canadians and shareholders in that line would be glad to see it give, I am sure that there are many reasons for the large deficit of the Intercolonial Railway this year. In the first place this government road is run, as we all know, through a sparsely settled country. Leaving Montreal, and after passing St. Hyacinthe, we have what is called the Drummond County Railway which runs through a country now in course of settlement, but still far from being densely populated. Many promises had been made, even by the leader of the Conservative government, that the Quebec bridge would be built. That enterprise will now be carried out by the present government but for want of such a bridge the Intercolonial Railway at this time of the year is at great disadvantage for business between Montreal and Quebec because the crossing of the St. Lawrence is so uncertain. On the portion from Quebec eastward, the important points are Rivière du Loup, Rimouski and Campbellford in a long stretch of very sparsely inhabited country. It must not be forgotten that this road passes through one of the most difficult countries to operate in winter time. I do not think when the Intercolonial Railway was built

it was intended mainly for commercial purposes. It was built to unite the maritime provinces with Upper and Lower Canada. Those who are older than I am know whether that is correct or not. Then there is the exceedingly long mileage which prevents it competing with the Canadian Pacific Railway running to St. John, which I believe is two or three hundred miles shorter. Having to sell tickets and to carry freight for the same rates, this railway, although doing a great deal of good to the inhabitants of Canada, and giving every accommodation, cannot compete successfully with the Canadian Pacific Railway. I call upon the hon. gentleman from Marshfield to say if in Canada there is a better railway train than that which leaves Bonaventure station, Montreal, at noon every day for Halifax and St. John—a beautiful train for the accommodation of the travelling public, and this train is run at a very considerable expense, while the number of passengers is not sufficient to justify it.

I have but one more remark to make to the leader of the opposition. He spoke about divergence of opinion in the cabinet, and went to considerable trouble to show that Mr. Fielding had said one thing and Mr. Blair another; how Mr. Tarte had spoken one way and Sir Wilfrid Laurier another. Although very young in public life, I remember full well that the government over which the hon. gentleman presided were never noted in this country as a model cabinet as far as harmony is concerned. We know if ever there was dissension in any government—if ever there were men who went on strike, it was in his cabinet. I really do not know why the hon. gentleman brought up that topic except to give us an opportunity to stigmatize once more as they deserved to be, and as he called them himself, the seven traitors in his own government.

Hon. Sir MACKENZIE BOWELL—That, I suppose, justifies divergence of opinion among the members of the present government.

Hon. Mr. CASGRAIN—During the remarks of the hon. gentleman from De Lori-mier, the hon. gentleman from Glengarry asked him to specify one industry in the country that was prospering.

Hon. Mr. McCATLUM.