

thod of discussion, as hon. gentlemen on the other side of the House consider these things, to make false and irrelevant statements about any subject matter that may come up for discussion; but I am surprised that the gentlemen composing the minority of the committee of investigation, should in their report, drag these matters in. But, to that, I will refer later on. The people who composed this Drummond County Railway Company were dragged before the House and placed before the country as being dishonourable men in trying to dispose of this road. Let us see if they are. I would refer hon. gentlemen opposite to the hon. member for Compton (Mr. Pope), and there is no gentleman, on that side of the House, for whose opinion I have greater respect. I do not say that because, on this question, he had the manhood to stand up and say what he did in a fair way. He is a gentleman who knows more about this matter than any gentleman on the other side of the House, and perhaps more than any hon. gentleman on this side of the House. What does he say about these men, and I will direct the attention of hon. gentlemen opposite to the evidence as given at page 141 of the report, and to his speech, as reported in "Hansard," page 4312 in 1897. Let us see what the hon. member for Compton says about these people composing the Drummond County Railway Company who were boodling and buying up newspapers and prostituting Cabinet Ministers, and all that sort of thing:

I heard some remarks made also with regard to the gentlemen who are connected with the Drummond County Railway. I heard very serious reflections cast upon them, and perhaps it is only natural, in a hot contest, as this promises to be, that such remarks should be made, but being personally acquainted with them for years, I must bear testimony to the honour and uprightness of the gentlemen associated with that road. I have known them for years, and have never known anything dishonourable against them or any institution with which they are connected. It is stated that they are going to make money. Well, suppose they do make money. I am bound to say that they would be a pack of fools if they invested their money in that road, and if they pledged their credit to the extent I know they did, notwithstanding what is said to the contrary in this House, to acquire sufficient funds to carry the road out to satisfactory completion, without expecting a fair remuneration for their enterprise. Out of this transaction I do not believe—it may be a weakness of mine not to be a believer—that the amount of money these gentlemen are going to receive will be, after everything is paid, more than a fair recompense.

That is what Mr. Pope said. I need not go any further as to the standing of these people, but I will refer particularly to the arrangements and dealings with the Drummond County people. If hon. gentlemen will turn to page 16 they will find what dealings the hon. Minister of Railways and Canals had with these Drummond County people, and when he had them. It is insinuated that the whole matter of the acquiring of the Drummond County Railway by the Govern-

ment was instituted, initiated and suggested by the Drummond County Railway people in secrecy to some Minister of the present Government. This is what the hon. Minister of Railways and Canals says on that point:

The arrangement with the Grand Trunk Railway Company was, as you know, closed on the basis of \$140,000, and that contract was not approved by Parliament. The arrangement was made with the Drummond County Railway Company on the basis of \$70,000 a year rental. We estimated that the road completed as we would require it to Chaudière would be worth \$1,600,000 at least. Interest on that at 4 per cent would be equal to \$64,000, and the \$6,000 at the Chaudière end made the \$70,000. The contract we made with the Drummond County Railway Company, as the papers will show (the papers have been before Parliament; I can produce another copy if you wish it) was to build and complete from Moose Park to Chaudière, in round figures a distance of 43 miles, up to the standard of the Intercolonial Railway.

Q. What is the length?—A. 42.60 or .70 miles, or, in round figures, 43 miles. We required them to lay that portion of the line with rails weighing not less than 70 lbs. to the lineal yard. And we required that they should reduce certain grades and make certain improvements on the old part of the line. All that was stipulated in their contract. A vote was passed authorizing a subsidy to be given to the Drummond County Railway in aid of these 43 miles. They entered into a contract with the Government under the Subsidy Act, and went on to construct their line, and it was during that construction that Mr. Kingsford was superintending or inspecting on behalf of the Government. They prosecuted the work quite vigorously, but they were unable to complete it to our satisfaction; in fact, they had not yet completed it entirely, up to the date when we took the road into our hands or over from them temporarily, and began to run it on the 1st of March. The work which they were required to do was heavy, I presume; at all events, although they worked very vigorously and energetically at it, time did not permit of their completing it entirely to our satisfaction.

Showing that the hon. Minister of Railways and Canals took every precaution to watch these people and was most exacting in regard to the work which they were undertaking. At page 19:

Q. You have all the quantities under the contract in the department. They are filed in the department, I suppose, and Mr. Kingsford's report?—A. Well, I think it is likely we have all that, but I do not know whether it would convey an accurate idea of the actual cost. In connection with this temporary contract with the Drummond County Railway, and before entering into it, we came to an arrangement with the Drummond County whereby we have the option from them, whenever Parliament should so authorize us, to purchase for cash the Drummond County line for its entire length from Ste. Rosalie to Chaudière at the valuation which we originally put upon it, and the cost at which it is calculated by the railway, \$1,600,000. A good deal has been said about our having made an arrangement for a rental which was excessive, and which, capitalized, represented two or three millions of money. We knew well the Drummond County could not negotiate their line on any such basis as the country could borrow money, and we took for granted that it represented to them \$1,600,000.