

should be carried out it would appear to the ordinary observer at least that the government should take more part than they admit having taken in this particular case, where it appears that action was taken first and the government consulted second. That would be the impression anyone would get, and I think the minister admits it. It does appear to me that this was not altogether a wise move to take looking at it from the superficial observer's standpoint.

In closing, I hope the minister will be correct for the sake of Canada and the sake of the railway that next year he will be able to give us more details and be able to prove to the House the wisdom of this purchase, which the people of Canada are now inclined to doubt.

Mr. LEWIS: There is another matter coming under the head of what I would call extraordinary expenditure. In the press some days ago it was stated that the Canadian Pacific in conjunction with the Canadian National Railways were granting \$100,000 yearly for a period of five years to the Canada Colonization scheme. Now in view of the very long discussion we had on immigration when those estimates were before the House does the minister approve of this plan? Is it true that the Canadian National Railways have made such a grant? So far as I am concerned I am not against any company bringing people into this country, but I was wondering whether the minister or the department approved of this grant for that purpose.

Mr. GRAHAM: I am not sure that it has been discussed so far as the Canadian National Railways are concerned. I want to say again that the Canadian National Railway Board run their business under the provisions of the act, I do not think they have entered into the arrangement as yet, but if they had done so it would certainly be after full consideration, in connection with the Canadian Pacific Railway—these being the two greatest transportation companies—and for the purpose of bringing settlers into Canada. Speaking from the Canadian National standpoint—yes, speaking from the national standpoint—I think the salvation of Canada is to get more people of the right kind into this country. I think that is true, and anything that would tend to that end would, I think, have the approval of parliament. As to the particulars in this case I am not conversant with them to a greater extent than I have already informed my hon. friend.

Mr. LEWIS: You say then that you think it would be a profitable arrangement for this country?

Mr. GRAHAM: If properly administered I would think so.

Mr. GUTHRIE: I have been waiting for a couple of hours now in the hope that I and the committee might obtain some definite information in regard to the question of the purchase of the hotel site in Paris for the National Railway system, and I am sorry to say that after having listened for that period of time I know as little about the subject now as I did when the discussion started. There is this to be said, however, that I think the minister himself knows very little about the transaction. No member of the government knows more than the Minister of Railways about this matter, and if his information upon it is nil the information of the government is likewise nil, and up to the present time the information of the committee is nil also. Now what is the position? I may say it is a serious one. I realize that the Minister of Railways has for two hours to-night treated the matter with the greatest jocularity. It may be his natural good humour but he has certainly tried rather to make a joke of the idea—

Mr. GRAHAM: Not at all.

Mr. GUTHRIE:—that the House or the country is entitled to any information in regard to this subject upon which there is considerable public discussion, perhaps some little public misapprehension, and perhaps some little public curiosity because of the payment of \$2,000,000 of the money of the people of this country in the manner in which it has been done in this instance, from the facts disclosed. The whole of the circumstances regarding the withdrawal of that money from the treasury of the National Railway Company are so shrouded in mystery as to raise some curiosity and anxiety in the public mind; and I think that the government and the minister would do well to reconsider the position they have taken upon this question to-night. I do not suppose the public will be satisfied with the statement made by the minister; I believe that from one end of Canada to the other it will be found that there is a reasonable and a general demand that fuller information than we have as yet received be given, and be given now and not postponed until it is too late for any purpose. If a system is growing up under the act or under the railway practice of this country where by the president of a railway system—even