

expenditure in the purchase of the Harris property at St. John for the purpose of affording better accommodation at that port. But my iniquities pale in comparison with those of the Minister of Railways and Canals. He is looking out for his friends, he is looking out for his pets in St. John. He is going to carry the grain and produce of the western country round by Moncton, down to St. John; he is going to enter into competition with the Canadian Pacific Railway, who already have an elevator in the western part of the harbour, and are to-day doing all the business in the grain trade from Montreal to St. John. The hon. gentleman is going to enter into competition with them and carry freight and grain round by Moncton, 254 miles further. How is he going to do it? Where is he going to get his grain? Is he going to get it from the Grand Trunk Railway? All the interests of the Grand Trunk Railway lie in carrying grain to Portland. What a beautiful traffic arrangement he has made! He is going to get grain and through traffic at Montreal for the purpose of shipment to St. John and Halifax, and the hon. gentleman allows them a difference of 400 miles in mileage between Halifax and Montreal. This is the excellent arrangement he has made with them. This reminds me of the calculations that the hon. gentleman presented to this House in reference to the profits which were to accrue to this road. He entered into elaborate calculations, he had gone over them carefully with his deputy, and where are they? At least, you would expect to find them in the "Hansard." The hon. gentleman, in the revised edition of the "Hansard," has cut them all out; there is not a single portion of them there.

The MINISTER OF RAILWAYS AND CANALS (Mr. Blair). Will the hon. gentleman pardon me? I did not catch the last statement that he made.

Mr. HAGGART. What I say is that the hon. gentleman went into elaborate calculations as to the results which would accrue from the building of the road from Point Lévis to Montreal, showed the calculations made, either by himself or his deputy, of the increase of freight and increase of passengers. I remember perfectly well that he made these calculations in the House, but in looking over his speeches I do not see anything of them in the "Hansard" now.

The MINISTER OF RAILWAYS AND CANALS. I can assure the hon. gentleman that if they are not there, I am not responsible for the omission.

Mr. HAGGART. I am only telling the hon. gentleman the facts in reference to it. Perhaps the hon. gentleman forgot to give his figures to the "Hansard." There has been something done. We would like to have the figures for the purpose of comparing them with the results. There is an

Mr. HAGGART.

expenditure of \$440,000 for the purpose of erecting an elevator at the port of St. John. I ask the hon. gentleman, where he is going to get his grain? The Canadian Pacific Railway have an elevator of their own there, and they have no use for it. Does he really expect the Grand Trunk Railway, who have their terminal at Portland, who have their own arrangements for the purpose of carrying grain over to Europe, are going to give him any grain to carry over his road? Is he going to erect a monument in the shape of an elevator there, something like what we had at Halifax? I must say that at one time, perhaps, I was a sinner myself in that respect. We were carrying grain to that elevator at a price that would not pay for the oiling of the wheels on the local railway. Is it for the fun of carrying it round that way to St. John that the hon. gentleman is going to spend \$440,000?

Sir CHARLES TUPPER. And 250 miles further.

Mr. HAGGART. 250 miles further for the purpose of building an elevator at St. John.

The MINISTER OF RAILWAYS AND CANALS. It is exactly the same distance as it always has been.

Mr. HAGGART. That is all very well. If the Intercolonial Railway was receiving a surplus from the people of the maritime provinces, I would go as far as any hon. gentleman in this House in advocating that that surplus should be expended for the purpose of bettering the Intercolonial Railway, and that it should be expended among the people of those provinces. Because we, the people of Ontario and the rest of the Dominion, have long ago come to this idea, that the perfect management of the Intercolonial Railway is to make the receipts and expenditures balance. We have no wish to put into the treasury of this country any receipts or any moneys taken out of the people of the maritime provinces; but, when it comes that the people of this country are asked, on capital account, for an expenditure of \$990,000 for the present year, it is time that the people should cry, "Halt." The people of this Dominion are not willing that such an expenditure as that should be made. The hon. Minister of Trade and Commerce (Sir Richard Cartwright), in his place there, a supporter of the Government, protested against expenditures of that kind, and I, as a member from Ontario, state that the Ontario members, or the members of any party, are not willing that \$1,000,000 should be taken out of the people of the country for the purpose of any such expenditure as is proposed in this particular undertaking. I think I have a knowledge of the Intercolonial Railway, as well as the hon. gentleman (Mr. Blair) has, in reference to the facts of the case, and I will take the opportunity, when the Estimates come up, of discussing fully with him the manage-