

do. They carried out that policy faithfully. My only credit was in giving them a free hand, leaving them free to do what they deemed best in the management of the road, and protecting them in doing it. When they reported to me that there were nine or ten thousand useless hands on the Intercolonial Railway, I gave instructions to reduce the staff to what was absolutely necessary.

The MINISTER OF FINANCE (Mr. Fielding). Who put them there?

Mr. HAGGART. Most of them were remnants from a regime that lasted from 1873 to 1878. However, they were there.

The MINISTER OF FINANCE. When did my hon. friend (Mr. Haggart) put them out?

Mr. HAGGART. I put them out when I had the power and found that they were unnecessary. However, it does not matter. I will have an opportunity when the Estimates of the Intercolonial Railway come up to discuss this matter with my hon. friend the Minister of Railways and Canals. We have now only to deal with this Drummond road and to deal with it on the evidence before the House. The hon. gentleman states that we are going to have an era of prosperity. I hope that is so. I hope that era of prosperity has struck the maritime provinces. I hope that in a year from now his prophecy will be fulfilled and that we shall have a larger surplus on the Intercolonial Railway than all the surpluses that have ever been known in the history of that road. But it was not necessary for the hon. gentleman to prophesy about it. We are now in the month of May. We have the expenditure up to April. If affairs in the office are conducted as they were during that time, he has his estimates from his officers of what the expenditure will be for the month of May. Generally the estimate is a little in excess of the real expenditure. Then he had eleven-twelfths of the year, he had only to guess for the month of June. If the hon. gentleman had brought down, up to the 1st of May, what the real state of affairs was, and the estimate of his officials for the month of May, then this House and himself would have been on a par, and we would know exactly the expenditure for the whole of the year. But we can only judge of the year from the information that we have at present. I notice that there has been a deficit on the Intercolonial this year of \$209,978, and there has been an expenditure on capital account of \$252,756 on that island which has been so much neglected in carrying out the terms of confederation, which called for proper railway communication.

An hon. MEMBER. What about the tunnel?

Mr. HAGGART. We do not hear much about that. There is an expenditure on

capital account of \$17,541, and on revenue account of \$72,468, notwithstanding the improvements which have been urged upon the Minister of Railways and Canals and the Minister of Marine and Fisheries (Sir Louis Davies), the shortening of the line of the Prince Edward Island road, improving the gradients and shortening the curves. While I was listening to my return, I noticed a smile on the face of the Minister of Railways and Canals when he answered the questions in reference to the particular part of the Intercolonial Railway where there had been an expenditure in the neighbourhood of \$20,000 that shortened the line 2,000 feet.

The MINISTER OF RAILWAYS AND CANALS (Mr. Blair). No.

Mr. FOSTER. Was it not as much as that?

The MINISTER OF RAILWAYS AND CANALS. A different railway altogether.

Mr. HAGGART. My hon. friend tells me it was 3,000 feet, and they raised the present gradients from eighty-three feet, as they were before, to 103 feet, as they are at present. The Minister has promised that when the expenditure is completed the road will be levelled down to the maximum gradient of the Intercolonial Railway, and a running gradient of fifty-two feet. The curvature has been changed about 1-10th of a degree. I think the largest curvature before was eight degrees, and it is now 8°40'. Notwithstanding these improvements on the Prince Edward Island road, I am sorry to see that the expenditure over the revenue has been \$72,468, or an expenditure altogether on the Intercolonial Railway system in excess of the revenues of \$552,000. Although it added to the expenditure which we are making on that Drummond County Railway for the purpose of getting into Montreal, he would have had at least the gratification of saying to our friends in the maritime provinces that the people of Canada were at least generous; for, after spending a large amount in building the road for which they have no return in the shape of interest on the capital, the people of Canada are generous enough besides to give the sum of \$552,000. But that is nothing to what the hon. gentleman proposed. I suppose he intends to take it out of capital expenditure. I see that he asks for an expenditure of over \$980,000 on capital account next year, for straightening out more curves on the Intercolonial Railway, and reducing gradients, and an expenditure of \$440,000 for the purpose of better terminal facilities at St. John. When I was Minister of Railways and Canals, I was hounded by the Opposition for the enormous and corrupt expenditure—I would be afraid to use similar language concerning the present Minister of Railways and Canals—I was denounced for making a corrupt