

Increased accommodation at Pictou, \$36,500.

THE MINISTER OF FINANCE. There is a revote of \$16,500. There is a dispute here about the value of land.

Hon. Mr. HAGGART. How did you expend \$50,000 last year if you did not buy the land?

THE MINISTER OF FINANCE. When these estimates were made up it was explained that this expenditure would be made, but the land has not been bought and the expenditure did not amount to that.

Hon. Mr. HAGGART. Perhaps we had better adjourn. The minister has not the information regarding these items. It is now twelve o'clock.

THE MINISTER OF FINANCE. I have the information, but some of the questions asked are a little unusual. However, I am not complaining; they are perfectly fair.

Hon. Mr. HAGGART. Nonsense! It is stated in the estimates that \$56,000 was expended last year and now we find out there was no money expended at all.

THE MINISTER OF FINANCE. The only difference is that at the time that estimate was prepared it was expected that that expenditure would be made. The actual expenditure last year was not so large as that, and we will have to ask for a supplementary vote. There has been some expenditure besides the purchase of land, and when the further estimates come down we will bring the information with regard to that.

Mr. SHERRITT. I would like to draw the attention of the acting Minister of Railways to a state of affairs that exists in Toronto and west of Toronto, in connection with the shipping of stock over the Grand Trunk Railway. There seems to be some difficulty between the Union stock-yards at Toronto Junction and the old stock-yards, and I have been credibly informed that the Grand Trunk Company are discriminating against the new stock-yards to the amount of \$7 or \$8 a car. Not only that, but at Stratford they selected the cars with stock for the West Toronto yards and left them standing on a switch at Stratford for about eight hours. The minister will pardon me bringing the matter up at this time, but I thought the attention of the government should be drawn to it, so that if anything can be done by the acting minister to remedy this state of affairs, the sooner it is done the better. It is a matter of great importance to the stock shippers that they should be able to send their cattle to these new stock-yards, and it is a very serious matter to have the stock left eight hours in the cars on a siding.

Mr. SPROULE. I might say that this matter was brought to my attention, and the shippers consider it extremely urgent.

It seems that the Grand Trunk Company sent out one circular to their agents instructing them not to receive cattle shipped to these yards. That was brought to the attention of the Minister of Railways, who, I believe, from what I have seen in the papers, obliged the company to countermand that order. The company have since issued another circular. The stock-yards at Toronto and those at Toronto Junction are about five miles apart, and the Grand Trunk Company charges from \$8 to \$10 a car more for shipping the cattle from the west to the Union stock yard at Toronto Junction though it is the shorter distance, and these are left to stand on the track, not eight hours, but twenty-eight or thirty hours, before they are unloaded. Now, the law provides that cattle must not be left in a car more than twenty-eight hours, but that they must be unloaded and fed, and the company have been openly violating the law in this respect. Then they instructed their agents not to allow stock to be shipped to those yards at all. They have made no provision for unloading the stock, and have no sidings at the yards although the owners offered to put them in at their own expense. It seems to me that the company are in every way violating the law. The stock-men feel so keenly about this matter that they have entered an action for \$20,000 damages against the company; but it would take a long time to fight that out in the courts, and in the meantime they are suffering in their trade from not being allowed to use the stock-yards which are most convenient and suitable for them, owing to the action of the Grand Trunk Railway Company. I think the acting Minister of Railways has it in his power, if he chooses to put his foot down firmly, to bring the railway company to time. If he does, I am sure the stock-men will be very grateful to him, as every moment's delay is a serious matter to them.

THE MINISTER OF FINANCE. I am informed that some representations were made to the department some time ago on this subject, that communication was had with the management of the Grand Trunk, and that there is a letter of explanation in the department from the manager. I have not personally seen it, but I will look into it, and if there is anything that can properly be dealt with by the department, I shall be glad to give it consideration. Of course, it may be necessary that formal application for a hearing may have to be made to the Railway Committee of the Privy Council, before which these grievances properly come and which has the power to deal with them.

Mr. SPROULE. I think that the Minister of Railways compelled the company to withdraw their first circular, and then they devised some other means of trying to hold up the stock-men. While they have obeyed the command of the Minister of Railways,