

from Hamilton has truthfully stated, was absolutely bankrupt; there is no doubt about it. This is no reflection on Mr. Price, of Quebec, or any of the other gentlemen who were connected with the company. But the company came here slyly, and with the assistance of the then Minister of Justice, had its charter amended. At that time it had received \$300,000 from the city of Quebec, a quarter of a million from the provincial government, and nearly \$400,000 from the Dominion government, and it had a capital of \$200,000, with \$65,000 paid up. My hon. friend from Hamilton concedes that that money was paid up. I do not believe it was. It is my belief that there was never any money paid up of the capital stock of the Quebec Bridge Company, and until those papers which are so important, which are going to change the situation completely from what we have had to-day from my hon. friend from Hamilton are brought down, I will continue asserting that there never was any stock paid up in that company. Gentlemen of undoubtedly respectability lent their names—

Mr. GEORGE PARENT. I for one can tell the hon. gentleman that I paid for stock in the company, the full amount of the shares.

Mr. MONK. Well, it was probably a present from the hon. gentleman's father. At any rate, there have been time and again questions asked in this House and in the Senate, and the answers to those questions have always been evasive. Under these circumstances I shall be gratified to know that in reality some money was actually paid in cash for that stock. That was the situation in the summer of 1903. The company had received all this money; it had spent it all. It owed over \$700,000, and what assets had it? A couple of piers, if they were completed then, on each side of the river; that is all. The company came here and secured a statute, which was sanctioned on the 10th of July, 1903, giving it very extensive powers—a kind of all-embracing capacity for everything that could by the greatest stretch of the imagination be connected with it. It was given power to generate and distribute electric energy, to build tramways almost everywhere to construct ferries, to acquire patents, to build wharfs, docks, telephone and telegraph lines, to own and control terminal lines and to make arrangements with all the railways coming into the city of Quebec. In fact, the effect of the legislation then obtained was to give this company the right to control all the approaches to the bridge and from the bridge into the city of Quebec—the approach from the north end to the Canadian Pacific Railway and from the south end to the Intercolonial and the Grand Trunk, and the approach from the bridge itself, which is some distance outside of the city of Quebec, down

Mr. MONK.

to the centre of the city. From a bridge company that was designed to build a bridge at Quebec and nothing else, it became a company having for its object to exploit the whole neighbourhood. I have no doubt that about twenty years ago when the company was formed, and these gentlemen became connected with it, it was regarded as a company that was only to bridge the river at Quebec. But in 1903 it became a necessary link in the transcontinental railway system, and this legislation was passed evidently to compass all the ends which could be brought within the purview of the company. At that time, it must not be forgotten, Mr. Parent was Prime Minister of Quebec, mayor of the city and president of the bridge company.

I do not wish to malign Mr. Parent. He is a man with qualities, a man of business, and not long ago he was knifed by a portion of his party in the province of Quebec. In that respect he has my full sympathy. After the Quebec Bridge Company had obtained these powers and had obtained an extension of ten years for the building of the bridge, after the stockholders had paid up this \$65,000 of stock—if it ever was paid—what happened? At that time, in July, 1903, my right hon. friend the Prime Minister, the Minister of Finance (Mr. Fielding) also, and the ex-Minister of Justice (Sir Charles Fitzpatrick), very well indeed knew that this company was absolutely incapable of prosecuting the enterprise. They knew that parliament would have to be called on to vote a very substantial assistance; but these gentlemen were silent altogether until the late autumn, in the session's last hours, when parliament was about to be prorogued. This was, in my experience of the Minister of Finance (Mr. Fielding), his hour of temptation and struggle. I do not think that my hon. friend from Hamilton (Mr. Barker) has been absolutely fair to the minister, because I think the Minister of Finance (Mr. Fielding) did make a battle against the absurd, ridiculous and absolutely indefensible scheme which was finally adopted. My hon. friend the Minister of Finance (Mr. Fielding) baulks sometimes. He balked on that Northwest question, concerning which he asked the leader of the opposition (Mr. R. L. Borden) a few days ago if he had not expressed his opinion in the Northwest.

Mr. FIELDING. Did my hon. friend never balk?

Mr. MONK. I did, I admit, but I have not the faculty of afterwards, on being circled and coaxed, negotiating the obstacle. In this instance my hon. friend did not display that gracefulness in negotiating the obstacle which I have seen him show on certain other occasions. We need only refer to his speech, when he defended these resolutions in committee, just before proroga-