

wrote me that it was to be a coalition government.

Hon. Mr. SCOTT—No.

Hon. Mr. CLEMOW—I say yes. I will swear to it.

Hon. Mr. SCOTT—Oh, no, how could it be?

Hon. Mr. CLEMOW—I will swear to it. I had Mr. Thompson beside me, and he said that if the hon. gentleman made the least assertion that he was going to join the Blake government he was prepared to take the field and oppose him, and I can get plenty of people in this city to say the same thing. I did not say anything about the hon. gentleman joining the Mackenzie government. I knew that the hon. gentleman was then a full-fledged Grit, and the hon. gentleman knows I ruined myself for the purpose of assisting him.

Hon. Mr. SCOTT—Oh, oh.

Hon. Mr. CLEMOW—It is a fact. It is true.

Hon. Mr. SCOTT—In what way did the hon. gentleman ruin himself?

Hon. Mr. CLEMOW—I voted for the hon. gentleman and supported him in every way, and almost at the peril of my life.

Hon. Mr. SCOTT—Oh, oh.

Hon. Mr. CLEMOW—There was such a strong feeling here politically and religiously that it was dangerous for a Protestant to support a Catholic. I am willing to admit it, and therefore I do not think the hon. gentleman was justified in coming forward and taking all the credit to himself. There was my poor brother-in-law, the late member for Carleton, who did more in one day than the hon. gentleman could do in a whole year.

Hon. Mr. McDONALD (C.B.) I desire to say a few words on the question of the Intercolonial Railway. The hon. gentleman from Wolseley (Hon. Mr. Perley) said the Intercolonial Railway brought flour and grain from the west at too cheap a rate. I do not agree with him. I do not believe that that is the cause of the great deficit in the operation of the Intercolonial Rail-

Hon. Mr. CLEMOW.

way. The cause of the deficit is altogether owing to other matters—extravagance, mismanagement and general incompetence.

Hon. Sir MACKENZIE BOWELL—Hear, hear.

Hon. Mr. McDONALD (C.B.)—We know that when the Drummond County resolution was introduced into the Senate, it was contended by the government that the purchase of the Drummond County Railway would help increase the revenues of the Intercolonial Railway, and we are perfectly satisfied to-day that that is not the case, but the contrary. There is a general impression abroad in the maritime provinces that it is like a concerted action on the part of the government to reduce the character of the Intercolonial Railway by increasing its deficit with a view of perhaps disposing of it in some way. We know that United States capitalists are coming into Canada, as the hon. gentleman for Ottawa has just stated, and that circumstance perhaps may have some little weight in creating that view in the minds of a large number of the people in the maritime provinces. We see by the papers to-day that yesterday the government had a caucus, and that the members from the maritime provinces supporting the government denounced the management of the Intercolonial Railway from Montreal to Sydney, and with justice. We know for a fact that United States capital is now building a railway at the extreme east of this Dominion, 100 miles from the Strait of Canso to Louisbourg, controlled by Dr. Webb. It is said that Dr. Webb represents the Vanderbilt capital. Why is Dr. Webb going to build a railway in the extreme east, parallel with the Intercolonial Railway in Cape Breton one hundred miles from the Strait of Canso to Louisbourg? Is it only for what it will earn? No, it is something beyond that. It is impossible to make one hundred miles of a road in the east pay, But we hear also that that company has purchased a road in the west from Georgian Bay to Montreal, the Canada Atlantic. With the Canada Atlantic in the west and 100 miles of railway in Cape Breton, and with the possibility of another independent road to be built from Montreal to Quebec on the south shore of the St. Lawrence to be con-