

and I naturally drew the inference that perhaps the Government have changed their mind with reference to that. The hon. Minister, who dealt so clearly and explicitly with Intercolonial matters, never said a word about this important connection.

The MINISTER OF RAILWAYS AND CANALS. The hon. gentleman must have lost his hearing entirely.

Mr. HAGGART. I may be entirely mistaken; but I took a great deal of trouble to look for it, and could not find it.

The MINISTER OF RAILWAYS AND CANALS. I stated, as emphatically and as distinctly as I could, that, up to the 1st July, 1898, the rentals, maintenance, and so on—our proportion of all these charges—had been paid in full. If the hon. gentleman will look at the report of my department, he will see that the sum of \$70,000 is added to the deficit, as shown in the ordinary running accounts, making the amount \$209,000, in place of \$139,000.

Mr. HAGGART. That is not included in the first account I saw in the hon. gentleman's report. I looked at the receipts and expenditures, and, after a great deal of trouble, I found in a back part of the volume that an amount was paid, not to the Grand Trunk Railway, as I understood it, but to the Drummond Railway Company. However, it does not appear in the public accounts or in the Auditor General's Report, and it looks, even from the hon. gentleman's own report, as if the payment of this amount was something subsequent. However, I may be entirely mistaken, and the hon. Minister may be entirely right, and I will look into the matter more carefully. I only draw his attention to the difficulty of discussing this subject without the proper information before the House. And, as I said before, I may have an opportunity, and I intend to have an opportunity, of summarizing my remarks of this evening and discussing this Bill in full, after I have heard the objections and criticisms to the remarks I have made.

Mr. AULAY MORRISON (New Westminster). Mr. Chairman, I think it goes without saying that there is no division of opinion worth considering as to the soundness of the policy of extending the Intercolonial Railway into the city of Montreal. That being so, the question before the House in connection with the Drummond County Railway resolves itself into a problem of business details. And, if it is found that these business details are unconnected with any wrongful business method, then, I think, all that can be said as to the question is that it is open to fair discussion and criticism. Beyond that, I think it is not permissible or honourable for hon. gentlemen opposite to go. Now, the hon. Minister of Railways and Canals (Mr. Blair), upon assum-

Mr. HAGGART.

ing office, was confronted with a certain condition, which would be supposed to be an elementary condition in railway affairs, a condition which, I am safe in saying, could not continue to exist in the case of a private corporation, because as soon as it arose it would be grappled with. It goes without saying that the affairs of the Intercolonial Railway would be one of the very first matters pressed upon the Minister's urgent attention on taking office. He found that the great Intercolonial Railway system, costing somewhere from \$40,000 to \$50,000 a mile, or, on the whole, about \$55,000,000, with one of its termini at a small town some 170 miles from the great commercial metropolis of the country, the city of Montreal; the converging point of every road of any consequence in this Dominion; the point to reach which such great systems as the Canadian Pacific, the Grand Trunk, the New York Central, the Wabash, and numbers of others, have been regardless of expense; the point at which the Government have spent and are spending large sums of money to improve the trade facilities to meet the present exigencies as well as to be prepared for the great volume of trade which is bound to come to that very important point. I suppose there is not a gentleman in this House or in the country who for one moment considers this question of transportation through this country but would admit that Montreal is destined to be the point to which particularly the vast grain fields of the west will look for an outpost in the east. The city of Montreal is the entrepot, I may say, of three continents—I may be modest enough to say—the Vancouver of the east; the point to which all avenues of trade of this continent, at any rate, converge and to which all are tributary; a point to reach which under the old regime the present Intercolonial Railway system was obliged to compete with a very strong rival, traversing this same distance of 170 miles. The Intercolonial Railway was entirely at the mercy of this rival and of several rivals under the old state of affairs. The hon. Minister, on taking office, also found the Intercolonial Railway encumbered with deficits as many as there had been years of its existence. It was badly and expensively managed, and, as I have said, at several points was completely at the mercy of other systems of railway. I am sure hon. gentlemen will agree with me that the conditions, as the hon. Minister found them, could not be worse. He determined that they should be remedied, and he has set about and remedied them; and I trust he has remedied them for all time. In setting about a solution of this problem, a problem simple in itself, no doubt, but one which gentlemen opposite shirked for the years during which they had an opportunity of doing something to improve the lamentable condition in which this railway had fallen. The Minister