

scrap iron, and, as I said in my pamphlet, I have seen letters from the Storekeeper to certain contractors, promising them the contract, notwithstanding certain advertisements to the public for tenders.

On the question of free passes, Mr. Brydges, in October last, and again on the 29th of May last, said, "Very few complimentary passes are issued, the exceptions being the press and Americans whose interest as controllers of freight is important, and who are invariably passed on their own lines. No passes are given to M.P.'s, their families, or to other private parties."

Now for the facts. I have never travelled upon the Grand Trunk without seeing a large number of free passes in the hands of lawyers, military officers and their wives, M.P.'s, and members of the Government. I have on many occasions seen members of the Dominion and Provincial Governments travelling on official business, for which they were being paid by the country, and at the same time using free passes given to them by Mr. Brydges. The word "press" on the Grand Trunk covers as wide a range as "stationery" in the United States Congress, which the late Thad. Stevens said "*extended to a frame house well furnished and a span of horses.*"

As to the condition of the rolling stock, Mr. Brydges said, "The whole stock of cars are now in working order. Of course there was always a certain number in repair, 3 or 4 per cent. of the whole, and not more than on other railways." I travelled over the line in June last, from Prescott to Belleville, 108 miles, and I saw more broken-up rolling stock in that short distance than I ever saw upon the entire length of the Great Western Railway. The train I travelled by had broken down a few miles from Prescott Station, and while waiting for it we had the alternative of standing out in the rain all night or being stifled in a small room with 500 German emigrants. Mr. Brydges was at Ottawa, attending to the Intercolonial, and had been so for a week.

In Scoville's case he said, "There was a distinct statement that he had made a bad contract, but he assured them as a man that it was an entire fabrication."

The facts speak for themselves. When Mr. Brydges found, as he states, that Scoville (on the failure of the Three Rivers Company) raised the price of car wheels from 15 dollars to 16 dollars, he did not invite public tenders, but concluded a private contract with a Montreal Company for three years at 14 dollars 50 cents. The Montreal Company supply other