

body. In fact, I think that every grocer in Montreal and Quebec has sold something to the government. Surely that is not the way to make these purchases. The government must pay 25 or 30 per cent more than what it would if these goods were purchased from a wholesale house by tender instead of trying to give a little patronage to every Tom, Dick and Harry and to every grocery store at the corner of the street. There should be some other system adopted because there is no sense in this.

Mr. GRAHAM. These things are bought in the same way, I believe, as similar goods are purchased for the dining cars of the Canadian Pacific Railway and Grand Trunk Railway.

Mr. BERGERON. I would be surprised to find that the Canadian Pacific Railway and Grand Trunk Railway buy their provisions in this way. If they do I would be prepared to say that my hon. friend cannot do otherwise but I would like to know if it is a fact that they do it.

Mr. GRAHAM. It does not follow that because these goods are bought in this way they are not bought by competition. For the dining car service you must have your supplies at once, and there can be no hard and fast rule about buying them at a particular place.

Mr. FOWLER. The real explanation is that when one of the ministers takes a notion to go on a little trip—

Mr. GRAHAM. We are discussing the dining cars now.

Mr. FOWLER. It is the same thing. For instance when the Postmaster General thinks a little trip would be for the benefit of his health and that of his friends he orders out private car No. 84—

Mr. BENNETT. When he is tired of his yacht.

Mr. FOWLER. When he is afraid of his yacht making him sea-sick he orders out his car and he calls up Bate & Company by phone and gives them an order for all the liquid and solid supplies he thinks are necessary to be put on board the car, and has them charged to the government. There is no doubt that is the way it is done. The Minister of Agriculture might do it more carefully. He possibly would get his butter from the experimental farm and as the only liquid he drinks is butter milk he would get that there too.

Mr. FISHER. It is a very good drink.

Mr. FOWLER. Yes, but all the ministers do not take it. I am sure the Postmaster General does not wash down his food with butter-milk.

Mr. LEMIEUX: I have no moments of weakness.

Mr. BERGERON. I am informed that on the 31st of May last during the provincial election a special train was run from Rivière-du-Loup to Trois Pistoles to a political meeting organized by the Liberals; that no fare was collected; that a large percentage of the passengers were Intercolonial Railway employees; and that the Conservatives were not allowed to go on the train. Now, the Intercolonial Railway belongs to the people of Canada and not to the Liberal party. I would find it very hard to believe that the present Minister of Railways would tolerate such a gross injustice and such a disorganization of the Intercolonial Railway system. Is my information correct?

Mr. GRAHAM. If it were true there is no question but that it would be altogether wrong. I was asked for the privilege of running one special train and my instructions were that they were at liberty to run any special train they liked for the accommodation of the parties who wanted to travel if those engaging the train would give the usual guarantee for payment. That was the only special train that was run with my consent, and we would let such a train run anywhere on the road as a business proposition. Of course if any particular persons chartered a train and gave the guarantee they might possibly carry the passengers without charging the fare individually.

Mr. BERGERON. I have no doubt the minister's instructions were proper, but if they were not carried out I hope he will not let it pass without inquiry.

Mr. GRAHAM. I shall make inquiry.

Surveys and inspection of canals, \$3,000.

Mr. BENNETT. Has a survey been completed of the Trent valley canal between Lake Simcoe and the Georgian bay?

Mr. GRAHAM. I understand the survey in the field has been completed but we have not had the report.

Mr. SPROULE. Of the two routes?

Mr. GRAHAM. Both routes.

Mr. BENNETT. In the early part of the spring the Minister of Railways spoke at Stayner in North Simcoe and he rather prophesied that the canal might be build in that part of the country. Of course that was not intended for the provincial campaign, but at all events there has been a calamity for the Liberal party in that district. When is the government going to get serious about the Trent Valley canal? I understand that the chief engineer has reported recommending the adoption of the Severn route. If that route is to be adopted