

And what did the commission do when the Auditor General asked for information? They practically told him that it was impertinent on his part to ask such questions, and they passed a resolution refusing to give him the information. This is the beautiful commission that is spending so much money. And the Auditor General was obliged to go to the Justice Department, and he is sustained by that department after being turned down by the Transcontinental Railway Commission. So, if the road is being built rapidly, the money is being spent rapidly. There is nothing about this in the speech from the Throne. Nor have we further information concerning this correspondence of the Auditor General, yet it is something concerning which we should be well informed in order to deal with this question.

We often hear this government boast that they are a business government. I think one of the speakers to-day referred to that. In the speech from the Throne we are kindly told that the engineers of the Quebec bridge have sufficiently advanced this work to permit of tenders being invited for the substructure. Now, this business government started to build that Quebec bridge many years ago, and when the matter was first broached in this House they told us that they were prepared not only to do a great work but to do it wisely and expeditiously. They got a corporation of their own to commence the building of it—a corporation that put up \$63,000 in all to build a bridge that will cost over \$9,000,000 and then took out \$64,000 in salaries, and finally handed over to the country for several millions a bridge that had fallen and was lying at the bottom of the river. We are now told that the engineers are prepared to invite tenders for the substructure.

The government expressed the hope that this session would be a short one, but they have not given this House a word of information with regard to these plans, what kind of a bridge is going to be built, where it is to be put, whether they can use the substructure of the old bridge or not, whether it is to be a cantilever bridge, a swing bridge, or what not. And we are going on to commence the construction of another bridge which will cost in all probability \$8,000,000 or \$9,000,000, without any of this information.

But we are told this is a business government. This business government started in with a great undertaking which was going to be a valuable outlet of the Transcontinental Railway, which was to be ready in 1910 or 1911. But there is not a single stroke of that work done yet. This business government has spent \$6,500,000 of the country's money, and there is nothing in the world to show for it except the twisted iron in the bottom of the river. I say there

has been more money squandered, sunk in that undertaking by this business government than was spent on all the parliament buildings at Ottawa up to the last few years—on the three great blocks, and the Langevin block—all these cost less than \$7,000,000, and no more than was squandered in that undertaking by this government on that Quebec bridge. Let the people of Canada know these things, and ask themselves where this business government has justified its name. Where is their intelligence with respect to economy? What wisdom and prudence have they shown, when all this money has gone, and Canada has nothing to show for it to-day but the wreck of the bridge that is lying in the bottom of the river?

His Excellency thought we ought to feel grateful because we are starting out in another undertaking of the same kind. Well, we are obliged to thank His Excellency for the information that exploratory surveys for a Hudson Bay railway have been pushed expeditiously during the summer. As my hon. friend from Winnipeg (Mr. Haggart) says, that is an old question which has been running on like the famous lawsuit of Jarndyce vs. Jarndyce, ever since this government came in. I remember when it was first started and we were told that there was going to be a fine outlet for the grain of the west, and what a wonderful change it was going to work when this government built the Hudson Bay railway. Every year they were going to commence it, especially when an election was coming on in the west, then they were ready to commence operations. They were not going to be like their predecessors, they were in earnest. Well, now, after being in power fourteen years they tell us through the mouth of His Excellency that exploratory surveys have been pushed energetically during the whole of last year and he expresses the hope that they will be able to lay a report on the table during the present session. I suppose that will be all, and next year we will have something more in the speech from the Throne about it. Well, we all feel very grateful for the assurance that we will get the papers, because there are many lines in which papers are very useful, and give us information which we might otherwise have to make a long fight to obtain.

Now we have another piece of valuable information, and that is that the government intend to introduce a Bill to give them power to lease or purchase branch lines connected with the Intercolonial railway, that road in the operation of which they have had such large deficits every year, notwithstanding the fact that all that goes into the building of that road, nearly all of it, is charged to capital account instead of to the earnings of the road every