

arrangements with the Grand Trunk Railway, but they appeared utterly indifferent. If the Grand Trunk Railway had had its present active management, there would have been no necessity for those efforts or for making the connection. For some time I considered the matter. I ordered my deputy to inquire what would be the cost of making the connection. I got figures from him; but, after considering the question for a couple of years, I abandoned the project. I will say for my colleagues that I only consulted one or two—I think the Minister of Finance (Mr. Foster), who was greatly opposed to it, and Mr. Ives, who was favourable to it. I never had even a consultation with the rest of the Cabinet on the subject. So that, however much I am bound by the policy of the present Minister of Railways in regard to an extension of some kind to Montreal from Lévis, the late Government were in no way bound to it.

What was open to the hon. gentleman, then, when he decided on making a connection with Montreal? There were three or four routes open to him. There was the Grand Trunk via Richmond to Point Lévis. There was the road he has adopted via Ste. Rosalie to Chaudière Junction. There was the South Shore road, with the connection from Montreal to Sorel, on which subsidies have been paid, and on a part of the line from Sorel to Point Lévis. There was also the connection of the North Shore road when it was finished, and when we have the bridge across the St. Lawrence at Quebec, which I suppose we may look for in the near future, if these hon. gentlemen keep the promises they made on that subject when in Opposition. We have also the promise of the Minister of Public Works and the hon. member for Nicolet (Mr. Leduc), that subsidies will be granted to the South Shore road; and the Minister of Public Works says: "My promise, gentlemen, is as good as gold, and the Government will give assistance for the extension of that road from Sorel to Lévis." I am glad the Government did not consider the connection by the Grand Trunk via Richmond to Point Lévis, because if we had to pay for that in proportion to what we have to pay for the line from Ste. Rosalie to Montreal, the Grand Trunk would have received a sum of money that would have built two Grand Trunk railways of that length. The hon. gentleman has adopted the route from Ste. Rosalie to Montreal; and of all the bargains that a Parliament of this country ever considered, to use the hon. Minister's own language, the two most vile and infamous ones were that made for the lease of the Drummond County Railway and that for the use of the Grand Trunk line from Ste. Rosalie to Montreal. Let me deal with regard to the bargain made for the lease of the Drummond County Railway. Let me read the two bargains which the hon. gentleman made at different times,

and let us compare the one with the other. Here is the lease and agreement made on the 15th day of May, in the year 1897, between Mr. J. N. Greenshields, the President of the Drummond County Railway, and Andrew G. Blair, Minister of Railways and Canals. This is one of the provisions:

That the company, for the consideration aforesaid, will build and finish, according to the Intercolonial Railway standard, the uncompleted portion of its main line at or near Forestdale—

The distance between Ste. Rosalie Junction and Chaudière Bridge is 115 miles, and the distance from Chaudière to a place called Moose Park is 43 miles, but the contract is for eight miles more, or 51 miles, which was to be the new portion of the road.

—to the western side of the Chaudière River, subject to the satisfaction and approval of the Government railway engineer, on or before the 1st day of November, 1897, and will lay the road-bed of the said uncompleted portion of its line hereby agreed to be constructed with new steel rails of not less than 70 pounds weight per yard for the same distance, and as part of such construction will make all proper and necessary connections with the main line of the Grand Trunk Railway at or near the west end of the Chaudière Bridge to the like satisfaction of the Engineer of Government Railways, and will, in connection with the said construction, construct and finish all proper and necessary station buildings, stations, sidings, switches, tanks, buildings, coal sheds, cattle guards, crossings and other necessary appurtenances, as required by the Minister, and to the satisfaction of the Engineer of Government Railways, and according to such plans as shall be furnished on the request of the company by the Department of Railways and Canals.

With regard to the uncompleted portion, this is the agreement:

That the company will, in the construction of the uncompleted portion of its line, construct the same to the satisfaction of the Government engineer and with a uniform grade of 52·80 per mile, and in addition on the line already constructed will reduce the grades at Carmel Hill and at the St. Francis River to a maximum grade of 52·80 per mile.

The part of the road from Forestdale to Chaudière was to be constructed up to the standard of the Intercolonial Railway, and the constructed portion from Ste. Rosalie to Forestdale was to be left as it was, except that these two gradients were to be changed. There is not a word about the \$1,600,000; there is not a word in that agreement about the deduction of the money which was given in the form of a subsidy for the completion of the road; there is not a word of the expenditure on that completed portion for the purpose of bringing it up to what the officers of the department thought was then the required standard. Let me make a contrast between the two agreements. Here is the subsequent agreement which we had such difficulty in obtaining, and which we have not yet all produced before the House, but only the extracts