

to be run down and all sorts of representations to be made derogatory to it without being allowed to open their mouths in dissent, under the penalty of being charged with violating the compact entered into.

And there is a lot more talk to that effect. Let me read the agreement which bears upon that particular point, and let us see how much support that agreement gives to the observations made by the Minister of Railways (Mr. Blair). Here is the part of the agreement which refers particularly to that :

The Minister of Railways and Canals shall use every endeavour to cause the station agents or local ticket and freight agents at stations on the line of the Intercolonial Railway east of St. John, excepting St. John, except as hereinafter provided, to be strictly neutral as between the Canadian Pacific Railway via St. John, N.B., and other lines competing with it, and to way-bill freight and sell tickets by such of these routes as may be indicated by shippers or passengers.

A subsequent clause says :

Either party shall be free to employ such canvassing agents as it may see fit, and the Canadian Pacific Railway Company shall be free to establish such agencies at points on the Intercolonial Railway east of St. John as its interests may require ; provided, however, that should it establish agencies for the sale of tickets and canvassing for freight at points on the Intercolonial Railway east of St. John where other lines of railway competing with the Canadian Pacific Railway, via Point Lévis or Chaudière Junction, have not established similar agencies, the preceding clause as to neutrality shall not apply to such points ; but if the Government or any railway company competing with the Canadian Pacific Railway via Point Lévis or Chaudière Junction, shall likewise establish such agencies at the same points the conditions as to neutrality shall be observed by the station agents, local ticket and freight agents of the Intercolonial Railway at such stations.

This agreement was made in 1890. It was the policy of the Conservative Government at that time to draw as much traffic as they could to Halifax. Their object was to give close connection to the Grand Trunk Railway, and to induce the Canadian Pacific Railway to make its terminal point at Halifax to the sea-coast. In order to do that the Canadian Pacific Railway said : What is the use of us looking for freight at the points were Nova Scotia and New Brunswick ; and transatlantic freights. The Government said to them : We will maintain our own rates for freight and passengers, and the control of them both local and otherwise over our own line, and any arrangements which you can make for freight, taking it over the road on these conditions, we are perfectly agreeable to. We made such freight and passenger arrangements with the Canadian Pacific Railway—and the Grand Trunk Railway had a contract similar at the same time—that I hope the hon. gentleman's present traffic arrangements will be at least equal to them. If they are they will be satisfactory. Now, as to the statement

Mr. HAGGART.

made by the hon. Minister (Mr. Blair). I wonder how he could come to make such a statement when he has an interpretation of these two clauses, and an opinion upon these two clauses in his own department, from the then Minister of Justice, Sir John Thompson, as to the liability of the Intercolonial Railway, as to what the Intercolonial Railway employees had a right to do under the circumstances. What we stated was simply this : That when two railway companies, the Grand Trunk Railway and the Canadian Pacific Railway, had established agencies at any point on the Intercolonial Railway, that the Intercolonial Railway authorities should be perfectly neutral between them ; and that if the Grand Trunk Railway should not establish agencies on the Intercolonial Railway in opposition to the Canadian Pacific Railway, we had the right to establish agencies ourselves for the purpose of taking passengers over our long route. What is there, then, to complain about ? The hon. gentleman (Mr. Blair) had an opportunity of terminating that agreement. The agreement lasted only for seven years, and he has given a year's notice, and why does he not at the end of the year, when the notice has expired, put a termination to this agreement. I will tell you why, Mr. Speaker, it is because it is not possible for him to make with the Canadian Pacific Railway, or any other railway company, a better arrangement. He will be obliged, in the interests of Nova Scotia, and of the eastern provinces, to see that communication is kept up with St. John and Halifax.

If he does not accede to the traffic arrangement which Sir John Macdonald entered into in 1890, he will not be able to make terms with the Canadian Pacific Railway for carrying on business ; and, if he terminates that agreement, he will run the risk that the traffic now carried to St. John by the Canadian Pacific Railway will find a port of exit outside of our own country, and the hon. gentleman and this House will find, when they come to consider this question at the next meeting of Parliament, that no more favourable arrangement can be made with the Canadian Pacific Railway than at present exists.

Now, as to the policy which I adopted, which the hon. gentleman cites in support of his scheme, let me say a word. I had continual trouble with the connections made with the Grand Trunk Railway. They did not seem to care a bit about their connections with the Intercolonial. Passengers arriving at Lévis found themselves delayed for an hour, perhaps, before the Grand Trunk train would start for Montreal. The Grand Trunk Railway Company had not agents in Nova Scotia or New Brunswick looking after freight. The Canadian Pacific Railway agents were far more intelligent, industrious and active, and the consequence was that freight was being diverted around by St. John instead of being sent over our own road. Efforts were made to obtain better