

Hon. Mr. MACDONALD (P.E.I.)—That subsidy sticks in the crops of gentlemen from the larger provinces. Those gentlemen were inclined to look, at one time, on the maritime provinces as the shreds and patches of the Dominion. They find now that the maritime provinces are the mainstay.

Hon. Mr. WATSON—What about the West?

Hon. Mr. MACDONALD (P.E.I.)—Who made the West? Was it not the people of this Dominion? Where was the West, I should like to know, until Sir John Macdonald and the Conservatives came to the front and built the Canadian Pacific Railway and extended it away out in the prairies? Those gentlemen who now talk so loudly about the West and its production, how they sneered a few years ago when it was said by some of the leading men of the Conservative party in parliament that before many years, there would be fifty million bushels of grain grown in that very North-west. How they sneered at that period! Now they can appreciate the foresight of the men who looked forward, at that time, to seeing it verified, and that the west would thrive and grow up as the maritime provinces are. We of the maritime provinces are contributing our share in opening up the North-west. We are giving them bonuses to extend their railways through that country—railways which are of very little benefit to us. In fact, some of them are opposed to the interests of the maritime provinces, but that is a question I do not intend to refer to. I hope hereafter, when the Supply Bill comes up, the Senate will be treated with a little more courtesy, and that a little more time will be given us to look into the provisions which are made under that Bill and for which members of the Senate, jointly with the members of the other branch of parliament, are held responsible, and which we are required to justify before the people when we address them, although we may not be directly amenable to their votes.

Hon. Sir MACKENZIE BOWELL—I take exception to one remark made by the Minister of Justice. I congratulate him on the fact that he did not enter into a detailed defence of the expenditure, but when he re-

Hon. Mr. TEMPLEMAN.

ferred to the capital account, if he had thought for a moment he would have been in a much better position not to have raised that question. If the charges which are made to capital account, as proven by the Auditor General's report, had been charged to current account, as they ought to have been, the ordinary expenditure for the year would have been millions more than the amount presented to-day. The present Minister of Railways has added to the capital account of the Intercolonial Railway thirteen millions of dollars. Take the Auditor General's report, and we find the most trumpery charges—a few shingles on a building—clapboards—the re-erection of a small building, and the whole amount of the heavier rails for re-railing the Intercolonial Railway all charged to capital account.

Hon. Mr. MILLS—Yes, and should be.

Hon. Sir MACKENZIE BOWELL—The government had no right to do that. If they had a 54 or 64 pound rail, and that has been used until it has become necessary to put a 96 pound rail there, you have only a right to charge the difference between the original cost of the rail and that which you now pay to capital account. Otherwise you may charge every locomotive and every freight car and passenger car that is built and put upon the road to take the place of those which are worn out and destroyed, to capital account, and I should like to know where you would stop. There is food enough in the Auditor General's report, and in the report of the Minister of Railways, to show that if there ever has been, since the world began, a gross cooking of accounts for the purpose of attempting to show that what has been done in connection with the Intercolonial Railway has resulted in a profit instead of a loss, it is in this case. I am not going to follow the example of my hon. friend. I have said about that capital account all I intended to have said in the first place, that it is a new system.

Hon. Mr. MILLS—No.

Hon. Sir MACKENZIE BOWELL—The hon. gentleman may shake his head until doomsday, but that does not alter the fact. I say, without the slightest fear of successful contradiction, that no railway in existence has ever been managed upon that principle,