

terminated to see that their charter is purchased, so as to recoup them for all the money which they expended in surveys, &c., in connection with the scheme which the Grand Trunk Pacific Railway has made impossible.

The PRIME MINISTER. What is the particular point on which the hon. gentleman desires information?

Mr. MONK. I desire to know whether the government is making or has made any arrangement for the transfer to the Grand Trunk Pacific Railway of the charter of the Trans-Canada, and the terms of such arrangement?

The PRIME MINISTER. The government has not made and is not making any arrangement for the transfer of the charter of the Trans-Canada to the Grand Trunk Pacific Railway.

#### SUPPLY—QUESTION OF PRIVILEGE—RAILWAY FACILITIES IN TWO MOUNTAINS.

The MINISTER OF FINANCE (Hon. W. S. Fielding) moved that the House again go into Committee of Supply.

Mr. J. A. C. ETHIER (Two Mountains). (Translation.) Mr. Speaker, before you leave the Chair, I wish to draw the attention of the House and of the government to a question of the greatest importance which interests the county of Two Mountains and the neighbouring district. Every one admits that that part of the province of Quebec which borders on the Ottawa river from St. Andrews, in the county of Argenteuil, to Cartierville, in the county of Jacques Cartier, and which comprises such beautiful and thrifty parishes as St. Placide, St. Benoit, St. Eustache, St. Joseph du Lac and St. Dorothée, is favoured with the most fertile soil and an exceedingly well-to-do and reliable community of farmers and business men.

Before the long and important work of this session is over, I think it is incumbent on me to recall to this House some of its actions in past years, as regards the county I represent, and to request from the government some help and efficient protection on behalf of the farmers of the county of Two Mountains and vicinity in the same way as railway charters are granted throughout the country and especially in the county of Two Mountains. Unfortunately some ill-advised or unscrupulous opponents, certain papers opposed to the government and to the member for that county have thought fit, a few days ago, to publicly announce that I was not in sympathy with the plan of building a railway through the counties of Argenteuil, Two Mountains, Laval and Jacques Cartier. I need not name those papers, as everybody knows 'Le Journal' and 'La Patrie.'

I protest, Mr. Speaker, against the false statements and misleading comments con-

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tained in the article of 'Le Journal,' dated July 25, 1903, under the title: 'The Monk Bill': and in 'La Patrie,' of July 24, 1903, under the title 'A Railway.' Notwithstanding what those papers say and print, I have always been, and am still in favour of building a railway along the location I have just mentioned.

But prior to the interests of individuals, prior to the interests of shameless stock gamblers and speculators, who unfortunately heretofore have made themselves conspicuous in the history of railroad building in Canada by the scandals and thefts which we know, there stands the public interest which the Railway Committee and the House are in duty bound to protect.

In perusing our federal and provincial statute-books, I have come across charters and subsidies granted to various companies: the Baie des Chaleurs Railway Company, the Atlantic and Lake Superior Railway Company, the Great Eastern, the Montreal and Sorel, the Montreal Bridge Company; and in all of these, I find as promoter, director, president or largest shareholder, a man known, unfortunately, throughout the country: C. N. Armstrong. And considering the use which has been made of these charters and subsidies obtained under that man's patronage, I can only congratulate the House and the government on having rejected all further application made by him.

The facts connected with the building of the railway from St. Andrew's to Lachute, in the counties of Argenteuil and Two Mountains, are too recent, Mr. Speaker, to have been forgotten. It is known that Mr. Armstrong received \$52,000 for the building of that road, seven miles long, and that, to the detriment of the public, he appropriated these \$52,000, in order to pocket them, by abandoning a railway which had been in operation only a very short time, thus causing much trouble and great losses to that district. It is a matter of surprise, and the public may well wonder, that individuals of that stamp should succeed in securing the assistance of men of worth. Fortunately these speculators are known; the Railway Committee and the House of Commons are acquainted with their achievements. Both the committee and the House have realized that as long as Mr. Armstrong was connected with a public undertaking of any kind, the matter could not be considered seriously; and that was my ground for taking the stand I took recently.

I wish to state that I am most anxious that a railway be built between Grenville and Montreal. A section has already been built under a charter granted to the Grenville and Carillon Railway Company. I shall favour the application of any bona fide company having the means requisite for the carrying through of such an undertaking. But I am against the idea of leaving it to a man like Mr. C. N. Armstrong to carry