

Company that bought the Ottawa Valley Railway Company so that by assuming to keep this charter in force, they make it appear that the Ottawa Valley Railway Company will buy the Atlantic and Lake Superior Railway Company. These facts seem extraordinary, but they are not extraordinary to anybody who knows anything about Mr. C. N. Armstrong, who is the mainspring of this fake charter. It is not stated in the Bill where the railway is going to run except in a general way. All that is given is the indefinite information that it is to run through these counties. But everybody knows well that the counties of Argenteuil, Jacques Cartier, Two Mountains and Laval are provided with railways. Of course there is not a railway through every parish, but traversing these counties are the Canadian Pacific Railway, Canada Atlantic Railway, Great Northern and the Union Jacques Cartier. Besides these, there are electric roads to Montreal from points nearest that city, such as the county of Jacques Cartier. These reasons no doubt had some weight in the opinion of the committee this morning, since it rejected the Bill. But my hon. friend from Jacques Cartier (Mr. Monk) says that the agreement of 1894 was never carried out, and he bases that statement on a certificate to that effect by Mr. Globensky. Well, whether it was carried out or not is a legal question, which, in the opinion of the committee, will have to be decided by the courts. What we have before us is the fact that in the reports of the railway department since 1894, the Ottawa Valley Railway has always been considered as having been merged in the Atlantic and Lake Superior system, and the proof of that is the sworn declaration made year after year by the Hon. J. R. Thibaudau, president of the Atlantic and Lake Superior Company. Against this evidence we have only this certificate of Mr. Globensky. Such a certificate is not the best proof. Surely there should be minutes of the meetings of the board of directors of this Ottawa Valley Railway Company, surely there should be some documents to show that they put the Atlantic and Lake Superior Railway Company into default to carry out the agreement stipulated in the statute 57-58 Victoria. But no such proof has been produced before the committee. For these two reasons, this Bill has no legal standing before the House. Such was the decision of the Railway Committee this morning. You cannot take away the rights of the Atlantic and Lake Superior Company to this property, nor can you take away the rights of its creditors. Since 1894 the Atlantic and Lake Superior Company have issued bonds on which certain people have advanced money. These people have not been paid, and a part of their security consists in this privilege of continuing this piece of road and in the seven miles constructed. They are also a guarantee to the creditors who are not

Hon. Mr. PREFONTAINE.

bondholders. It is well known that there are in the hands of the Railway and Canals Department at present outstanding claims by labourers, boarding-house keepers, contractors, &c., to the amount of \$300,000 against this company. How could it be possible, after the Atlantic and Lake Superior Company have bought this Ottawa Valley Railway Company and issued bonds on that part of the road and contracted debts—how could it be possible for parliament to take away this Ottawa Valley Railway from the system of the Atlantic and Lake Superior, constitute it an independent company, and give it the right to buy back the Atlantic and Lake Superior? Under the circumstances, there is no cause at all for complaint. If the gentlemen interested in building a railway in that part of the country want to get a charter, it is easier for them to get it by coming to this House than by going to Mr. Armstrong and buying his pretended rights.

As regards Mr. McMullen, I have nothing to say against him, but he has told me that he bought out the rights of Mr. Armstrong, conditionally on a charter being granted, so that Mr. McMullen will not pay anything, because the shares which he has got are worth nothing. But if he wants a charter himself, all he has to do is to make a regular application just as anybody else would do. Reference has been made to my relations with Mr. Armstrong. The hon. member for Jacques Cartier has said that I have been Mr. Armstrong's intimate friend. I beg to deny that in toto, unless you would call an intimate friend a man who tries to ruin you. I, however, am not disposed to call an intimate friend a man who takes my money and will not pay it back. My connection with Mr. Armstrong consists in this, that I was dragged into endorsing a paper for railway enterprises in which he was interested, and beginning with \$1,000 and \$2,000, I got dragged into the extent of over \$100,000.

Mr. MONK. How much did he lose with the hon. minister?

THE MINISTER OF MARINE AND FISHERIES. He could never lose anything. He never had a cent to lose in his life. To my knowledge he has judgments against him to the extent of \$900,000. He is a very clever man, who can fool men who consider themselves more clever than they are, and he has taken in many people in that way. I am one of his victims, and I am still trying to recoup myself some \$25,000 or \$26,000 due me by him.

Mr. BENNETT. Give him a contract.

THE MINISTER OF MARINE AND FISHERIES. The connection I have with him is due simply to what I have said and I do not want to have anything more to do with him. I wish I had never had anything to do with him, and a great many people