

lemen did anything unfair in order to make money out of it. The question is what amount of money did the Government save to the country in acquiring that property. What was the value of it? We have evidence that the road cost \$19,000 a mile, and the Government were able to secure it for \$12,000. We had the statement put in evidence that we paid \$12,000 for a railway which cost \$19,000, or at any rate an average of \$16,000 a mile. I care not what are the circumstances, so long as they are dissociated from corruption and wrong-doing. I anticipate that some hon. gentlemen opposite will desire to introduce a lot of irrelevant matter, as was done in this investigation. Let them get down to the absolute point, the cost of the road, and try, if they can, to show that the Government paid too high a price for it. For my part, I congratulate the hon. Minister of Railways, I congratulate the Government, and I congratulate the people of the country, upon the acquiring of this connection with Montreal, and stopping this vast question of a deficit-making railway system. I am confident that the days of deficits on the Intercolonial Railway have gone by, and now that we have put it on a business basis, we will have passed the period, at last, of losing money. This Government have started in very creditably in trying to put all their transactions on a business basis, and dealing with the business of the country in the way in which they deal with their own business; the way in which a person would deal with his own private concerns, and the way in which, I believe, the business of the country should be carried on.

Mr. J. ROSS-ROBERTSON (East Toronto). I do not want to weary the House, but I do want to explain, briefly, why I am unable to agree on the question contained in these resolutions, with the hon. gentleman whom I usually follow. I am willing to leave the unravelling and the discussion of the legal evidence, and the other irrelevant matter spoken of by the hon. member for New Westminster (Mr. Morrison) to my professional friends on both sides of the House. I wish to speak of this Drummond County Railway proposal as a matter of value for the money that is being paid for it by this country. I do not want to sit in judgment on the conclusions which hon. gentlemen may have reached on this question, and any hon. gentleman who cares to sit in judgment on my conclusions is, of course, at perfect liberty to do so. It rather amused me the other night to hear my hon. friend the leader of the Opposition (Sir Charles Tupper), in starting an avalanche of criticism on this bargain and in referring to the position of the Drummond County Railway and the Canadian Pacific Railway, say "the mode in which the hon. Minister of Railways and Canals pro-

Mr. MORRISON.

posed to shrivel up Van Horne and Shaughnessey and all these Canadian Pacific magnates who were induced to spend millions of their money in building this line to the west of the city of St. John, where admirable facilities have been provided for doing the business, is to take the traffic from them and carry it for nothing." This, of course, Mr. Chairman, is a ghost story. I am for the first time made aware that Sir William Van Horne or Mr. Shaughnessey ever put a dollar of their own money into the building of the Canadian Pacific Railway. Indeed, according to all accounts, they have taken out a mighty deal more than they ever put in. Better, I think, that the Minister of Railways should shrivel up Van Horne and Shaughnessey, than that these twin tyrants should shrivel up this country.

I cannot regard this matter of putting the Intercolonial Railway on a commercial basis as a party question. To my mind, it is an issue of national importance, and I am not going to give a vote which can tend to keep the Intercolonial Railway tied up as a sort of milch cow to be run on shares—the country buy the hay, and the Canadian Pacific Railway takes the milk. I have never believed that the Intercolonial Railway should be hung up, like Mahomet's coffin, at one end, without any direct relationship to the originating point of through traffic from the west. To my mind, the spectacle of the Intercolonial Railway becoming an actual factor in the transportation of through freight, and paying its way, would help to educate the people of this country to demand fair-play from the roads that are not owned by the Government. I believe that the best interests of this country demand the extension of the Intercolonial Railway to the city of Montreal, and I cannot reconcile a vote against the principle of this resolution with the position I have always taken in this House on the railway question—a position that I will adhere to both inside and outside this House. Now, while I have approved of the principle, I have not approved of every detail in the proposal of the Minister of Railways, and I did not approve of his failure to lay on the Table of the House the contract and the other details, when he moved these resolutions the other night. Now, however, that he has given us all the details available, the proposition is simply: That the Drummond County Railway shall be bought for \$12,000 a mile, or for a sum aggregating, I believe, \$1,600,000. This seems like a good deal of money. But I am not an expert, I confess, and hon. gentlemen on both sides of this House, by an overwhelming majority, declared that it was right and reasonable to let the Canadian Pacific Railway Company sell a piece of railway to the bondholders for \$35,000 per mile. This Parliament of Canada, in its wisdom, declared, a few nights ago, that the Columbia and Western