

years has done the practical part of the work, and whose services we are retaining.

Sir CHARLES HIBBERT TUPPER. What is the estimated cost of the work?

The MINISTER OF MARINE AND FISHERIES. We do not assume that the cost of the work will be greater than it was before, but there will be some extra expense for the reason that the anchors used for anchoring the buoys were said to be dangerous to ships, and we are substituting new and improved anchors. There will also be a number of new buoys, erected at the request of the Montreal commercial and insurance bodies. In point of fact, I may say, everything is being done which they desired to be done, in regard to new lights and new buoys being put wherever they desired them, and everything that possibly can be done. There is nothing reasonable that they think we should supply that is not supplied.

Mr. BERGERON. I am glad to hear that, because, I think, it is the best economy. It is better to spend some money and see that these disasters are avoided.

I. C. R.—EXTENSION TO MONTREAL

The House went into committee to consider a certain resolution respecting the Drummond County Railway.—(Mr. Blair.)

(In the Committee.)

Mr. J. G. HAGGART (South Lanark). Mr. Chairman, the hon. Minister of Railways and Canals (Mr. Blair) in introducing this resolution, the other day, spoke of the policy of the Government in reference to this extension, and in support of that policy referred to some remarks which I had made some time ago in the House, and also to my evidence before the committee that was appointed to inquire into this expenditure. At first I intend to spend a few moments for the purpose of considering this policy. As I stated before, in the House, in 1894, I ordered inquiries to be made by my department to find out what the cost would be of the extension of the Intercolonial Railway to Montreal. My reasons, as I stated then in the House at that time, for doing this, were that, on account of the difficulties which I had continually with the Canadian Pacific Railway Company and with the Grand Trunk Railway Company on account of the want of connections between the Grand Trunk Railway and the Intercolonial Railway at Point Lévis, the state of affairs was becoming intolerable, and I thought it would be in the interest of the country that means should be taken for the purpose of remedying it.

Before going into that question it may be well to consider the arrangement we had with the Canadian Pacific Railway. The Minister (Mr. Blair) declared the other night, that it was, perhaps, the most infamous arrangement that ever was entered into by a

Government. He did not hold me exactly responsible, because the arrangement was made by Sir John Macdonald when Minister of Railways in 1890, but as the successor of that gentleman, I adopted the policy and became responsible for it. Mr. Speaker, I may state to this House that I am responsible for it in every respect, and the statement made by the Minister of Railways cannot be borne out by the document which I have at present in my hand. I intend to dwell particularly on that point, as, perhaps, that arrangement was one of the reasons which entered into the consideration of the policy of extending the road. The hon. Minister (Mr. Blair), in speaking of that arrangement, said, as reported in "Hansard":

There was one provision under which the Government of Canada or the Department of Railways solemnly and firmly bound itself to observe, through its officers and employees: absolute neutrality between the Canadian Pacific Railway and its own line.

I need not tell you that there is not a word of that in the agreement.

Under that contract the Canadian Pacific Railway had the right to go into Intercolonial Railway territory anywhere from St. John to Halifax, or along that branch of the line and its connections, to send its agents and employees to solicit business for that line.

The Intercolonial Railway, the Canadian Pacific Railway, the Grand Trunk Railway, or any other railway on the continent of America, has that right. That is no extraordinary power at all. I asked the Minister:

Mr. HAGGART. Can you not do that to-day? The hon. gentleman (Mr. Blair) said:

I will tell the hon. gentleman before I get through just what can be done to-day. The Canadian Pacific Railway had the right under that contract to send their agents to solicit that business for the Canadian Pacific Railway short line from St. John to Montreal in preference to its going by the Intercolonial Railway via Moncton and Lévis, and under this agreement the Government of Canada solemnly bound itself with the Canadian Pacific Railway so that the employees of the Government could not solicit business.

I gave the most emphatic denial to any such statement, and said:

Mr. HAGGART. There is nothing of this kind in the agreement.

Nor is there, Mr. Speaker. However, the Minister said:

I do not think it would be possible to imagine any more humiliating position for the Government or our railway to be in than that which I have depicted. Just imagine the employees, our paid agents, who would naturally have an interest in seeing us do the business, in seeing the business come over our own road, the long haul to Montreal, rather than leave it at Moncton to then take the Canadian Pacific Railway to the west, not caring to make an appeal to the patrons of our road to send their business over it, but being compelled to stand by and allow our road