

under obligation to Mackenzie and Mann; capitalists in those provinces have bought the debentures or bonds of the company. But at this moment, when everybody is taxed very highly to meet the expenses of the war, we are called upon to pay Mackenzie and Mann, two railway men in Canada, an enormous sum. In New Brunswick we have lately been called upon to tax our people to the extent of half a million dollars, and the people are called upon to-day to pay still further taxes to finance this proposition. The labour men, who work for small wages, were taxed under the municipal laws to raise this half million dollars. The people of the province of New Brunswick insist that this Bill should not be passed, because we do not want to assume other liabilities. In New Brunswick to-day we are under heavier expenses than any other province of Canada in proportion to our population, and if we are called upon to pay out more money to complete the purchase of this railway I do not know what will become of us. I have heard it alleged that some members in this House are personally interested in this measure, and that others are indirectly interested. If that is the case, I am very sorry to hear it. It reminds me of the fact that in England lately the rich people have met, and I believe have decided to make what they call an economy pudding. There are too many members of this House who have met together and have prepared the economy pudding. I am sorry to hear that, because the people of the country have lost faith in the administration of affairs by this Government.

I am against Government ownership of these railways. I have had experience of it in my own province for the last six years. I have seen railways operated by the Government, namely the Transcontinental in New Brunswick and the Intercolonial railway. It is really a shame to see the way the Transcontinental, especially, has been administered by this Government. I say that no government in my opinion can operate a railway to advantage. When the Transcontinental was built it was a first-class road, but the Government could not operate it with advantage and profit. There is to-day, lying alongside the Transcontinental from Moncton to Lévis, enough freight for export to fill 250 cars a day for a period of three months. The freight is lying alongside the line, and there is no organization to export it. Before the Government took hold of the International

Railway, we had a "Daily express and good accommodation"; we knew the time the train would leave one station and arrive at the next, but to-day we have very little satisfaction in the administration of this Government railway. I am glad to say, however, for the benefit of the Minister of Railways, that, within the last month or two, an express has been established on the Interprovincial railway, running three times a week. I say that the public will not endorse the application of closure to such a measure as the one before the House. They do not think we are bound to pass a measure through without giving an opportunity to the members of the Opposition to discuss it thoroughly and intelligently. Many members of this House have protested that 20 minutes is too short a time in which to express their views on such a great measure. In conclusion, I wish to say that Mackenzie and Mann have obtained enough money from this country. The Government should have taken hold of this railway, not by means of the measure before the House, but under the authority of the statute of 1914, which reads as follows:

If authorized by the Parliament of Canada, the Governor in Council may on such terms and conditions (if any) as Parliament may prescribe, at any time while any event of default shall exist and be continuing, by order declare the equity of redemption of the Canadian Northern and of all other persons whomsoever in the mortgaged premises to be foreclosed, and thereupon the equity of redemption of the Canadian Northern (and of such other persons) in the mortgaged premises and every part thereof shall be and become absolutely barred and foreclosed, and the same shall thereupon be vested in His Majesty in right of the Dominion of Canada.

Under this authority I beg to submit that the Government does not owe one cent to the Canadian Northern. The people of the country cannot afford to pay any more money to this company, and if we have authority to take hold of it, we should do so at once, and stop making payments to them.

Mr. TURGEON: I do not very often occupy the time of the House, except when I think I should express my opinion in the interests of my constituency, and I believe that I could not justify myself before my electors if I did not state my views on this particular question. Coming from a constituency in the Maritime Provinces which is traversed by the Intercolonial, it has been my duty, on more than one occasion, to express my opinion on the operation of