

friend from Portage la Prairie (Hon. Mr. Watson) that the time was limited to three years, and I think Canada owes him a debt of thanks. That three year period will come to an end some time in July, and now is the time for the Government to show its sense of anxiety to do the right thing by the people and to bring the Canadian Pacific Railway back under their own control.

Remember, the railroads are not benefitting very much by the high freight rates. They are not carrying the produce. In the West last year there were millions of bushels of oats which were never threshed—why? Because the oats could not be threshed and shipped to Fort William and sold at a price which would leave enough money after the freights were paid to pay for the threshing. Is that the way to get freight for a railway? Can you have prosperity under those conditions? It is utterly and absolutely impossible. So I say lower the freight rates, then tackle the question of labour on the railroads. Give the men a fair deal; but give the people who have to pay the freight a fair deal as well as the men who are working on the railroads.

I never was a believer in government ownership or operation of railways, but I quite agree that the late Government was not so very much to blame for what has been done. My honourable friend, the senator from Calgary (Hon. Sir James Loughheed), went into that question yesterday. He mentioned of course that the late Government had fallen heir to the railways that were built under the Laurier policy. I think my honourable friend might have added, however, that when they fell heir to this policy they went it one better. I remember perfectly well that when the Canadian Northern railway was building, Sir Wilfrid Laurier and his Government refused time after time—absolutely refused—to give one dollar of assistance for the building of the road from the foot of the Rocky Mountains to Vancouver. The Laurier Government was defeated in 1911, and my honourable friends on this side of the House came into power, and in a short time they gave a big cash subsidy to Mackenzie & Mann to extend the road to Vancouver; and, what was worse, Mackenzie & Mann went to the McBride Government in British Columbia, and got a guaranty from them of \$50,000 a mile, and they built that road and I have no doubt put a lot of that money into their own pockets. Later on the Dominion Gov-

ernment had to relieve British Columbia of that liability. So we have \$50,000 a mile added to Canada's indebtedness on the cost of the railroad, as well as a subsidy of, I forget, how many thousand dollars a mile which was given by the Borden Government.

I am not blaming the late Government, or trying in any way to exonerate myself or the Laurier Government, which I supported in those days. We made a mistake; but the other party also made a mistake, and recriminations are of no use. We are both to blame, and what is more the people of the country backed up the Government in doing what they did, and they are to blame.

But we have a different condition of things now, and it is for us, not to spend time in blaming each other, but to see how we can remedy the matter. I believe, honourable gentlemen, that if the Government railroads are amalgamated and put under the charge of a man of ability and courage, we may come out all right. No other man in the country needs such an endowment of hard-headed sense and courage.

I am sorry to find so many members of the Government—our friends from Quebec, generally, and many others—wanting the Government to get rid of the railroad. Honourable gentlemen, we are not in this condition because of government ownership of railroads, but on account of the private ownership of railroads. The present unfortunate condition came about on the Grand Trunk and the Canadian Northern railways under private ownership. The loss was made years ago. I see that some man in Quebec wanted to turn them over to anybody who would take them and give a dollar for them. Give them to a private company? Yes, but the Government was to retain all the liability. Another proposal was to turn them over to the Canadian Pacific Railway Company and to let that company manage them, and to undertake to add to our liability by guaranteeing for all time a 7 per cent dividend on the C.P.R. common stock, and let them at the same time take all the steamships, hotels, lands, everything, on which they are now paying 3 per cent on the common stock. To my mind, both propositions are absolutely absurd. We are going to lose money; but if we can have good management, honest management, free from Government interference, we will lose less money by retaining these railroads than by turning them over on any such basis. Let us shut off the unnecessary trains all over