

In other words, during the years 1919 to 1921, under the administration of my hon. friends opposite, the Canadian National railways were given in cash and guarantees \$388,569,533, and in the years 1922 to 1925, under the present government, the railways were given in cash guarantees \$276,290,023.

Mr. CHABOT: What is the amount of bonds redeemed by this government between 1921 and 1925?

Mr. KING (Kootenay): I have not those figures here. This statement I have given was prepared by the Railway department, and it sets out plainly the cash advances and the guarantees given.

Mr. CHABOT: But the amount redeemed is very important. There was some redemption of bonds in those years.

Mr. KING (Kootenay): I have not that information here, and it is not applicable to my argument; but if my hon. friend wants the information it will not be difficult to get.

There is no doubt the people of Canada are deeply concerned over the railway situation, but it is indeed gratifying to find that during the last four years when our friends opposite were telling the Canadian people this country was going to the bow-wows, in each and every year of those four years the railways which the people own were making a steady advance, and to-day they are in a position decidedly better than they were in in 1920, 1921 and 1922.

Mr. MEIGHEN: Would the minister explain just what the advance was in 1924 over 1923?

Mr. KING (Kootenay): The advance to the railway, or the advance in earnings?

Mr. MEIGHEN: The minister said the railways had made a steady advance each and every year. I would like him to outline the advance made in 1924 over 1923.

Mr. KING (Kootenay): The year 1924 was a short year; 1923 was better than 1924.

Mr. MEIGHEN: That was an advance backwards.

Mr. KING (Kootenay): If my hon. friend wishes to quibble, yes. But the important fact is that in 1925 there was a surplus of \$32,000,000 as compared with a deficit in 1920 of \$34,500,000, and this advance has all been

[Mr. J. H. King.]

made during the time that our friends opposite were detracting from the efforts and courage of the Canadian people by their false propaganda up and down this land.

Mr. NICHOLSON: Will the minister state what lines he was referring to when he gave the earnings for 1919, 1920 and 1921? Also, what amount, according to the statement of the president of the Canadian National railways, has been added to the deficit of the railways in the last four years?

Mr. LAPOINTE: Put that on the order paper.

Mr. KING (Kootenay): My hon. friend can get that information by inquiring from the Railway department or consulting the Minister of Railways. I am not the Minister of Railways. I have certain information supplied to me, but the information I have is authentic and effective.

Mr. MEIGHEN: Would the minister explain how we can consult the Minister of Railways?

Mr. KING (Kootenay): The Minister of Railways can be consulted.

Mr. MEIGHEN: Where is he?

Mr. KING (Kootenay): Put a question on the order paper and you will get your answer.

Mr. MEIGHEN: When will you get your answer?

Mr. KING (Kootenay): Whenever we close this debate.

Mr. MEIGHEN: Then we are going to adjourn. How are you going to get your answer then?

Mr. KING (Kootenay): I am sure the government will be able to satisfy my hon. friend. If my hon. friends are really interested in having figures, perhaps, Mr. Speaker, I might be allowed to give this information to the House with respect to the by-election in Prince Albert to-day: 42 polls give Mr. King 4,980; Mr. Burgess, Conservative, 1,000. The city of Prince Albert gives Mr. King a majority of 790.

Mr. MOTHERWELL: Ninety-eight polls yet to hear from. Another four thousand.

Mr. EVANTUREL: Let the leader of the opposition smile now.