

members who formed that cave; I believe that is what we ought to do here to-day; we ought to form another cave. Were their demands granted? Yes, they were. That shows what a good solid kick can do. That North Shore railway from Montreal to Ottawa was taken over from the Quebec Government at a small figure, but there was an awful nigger in the fence at that time. The road was sold by the Government to one of its friends for between six and seven millions. Mr. Senecal, the man who bought it, had not had it forty-eight hours when he sold to the Canadian Pacific railway for \$8,000,000. Those are the facts; I saw the champagne drank in the Windsor hotel over the sale; I was looking on; I was too young to get a snip at it. After that, money was voted to railroads constructed in the province of Quebec, and God knows how much we gave to the Saguenay road, Sir Rodolphe Forget's road. That gentleman carried two Liberal constituencies in the province of Quebec, and he forced the Government to give him millions on millions of money. That is the history of railroad legislation all along, under Liberal and Conservative regimes. We are going through the same process of unwarranted expenditure, unjustifiable in every respect. Now, I appeal to members of the Senate who have any respect for past traditions or any hope for the future of the Government to call the Government to time, and say that the experience of Canada has been too lamentable in this respect for the past forty years, since 1872. That is not too much to ask even from strong party men on behalf and in the name of the people of Canada and the taxpayers, who are going to be ground to the earth for the next fifty or a hundred years owing to the tremendous burden this war is putting upon their shoulders. In the name of Heaven, do not add a useless and unfair burden. If the Government wants to take the road over, let it do so without paying cash into the hands of men who never earned a cent in regard to that road. If the Government is going to enter into the ownership of railroads, let it do so on the cheapest basis possible. I am not opposed to the Government taking over the system; all I am opposed to is the giving of unfair advantages to individuals as against the people at large. I think I have done my duty by the people I represent in putting these statements before this honourable House.

Hon. A. B. CROSBY: I intended to speak on this subject, but several gentlemen who have spoken are not here, and I will be

Hon. Mr. CLORAN.

very glad to speak when they are present. But as we are here, we do not like to go away without doing something. This subject was introduced by our leader so lucidly, and so perfectly put before this House, that there did not seem to be any reason why I or any other gentleman should use any time in dealing with this question, the situation being such that there is no room, as no honourable gentleman on the other side of the House except the honourable member from De Lorimier (Hon. Mr. Dandurand) has for a single moment touched the principle of the Bill before us.

The honourable leader of the Opposition (Hon. Mr. Bostock) spoke for a long time, and I have no doubt his desire and intention were to get past a situation which he did not find very satisfactory to himself. That is, he tried to get by the Bill that is before this honourable House. He moved a resolution which I shall take the liberty of repeating. I do not know just what his intention was in moving it. It seems to contain nothing but a request for some information. As I have said, he discussed the Bill for about an hour and a half without touching upon the principle of the Bill or the policy to be adopted. Not a single minute of his time was devoted to the principle of the Bill. Then he moved this amendment:

That further consideration of the said Bill be deferred until the following information has been communicated to the Senate. The production of the report made to the Government by the directors of the Canadian Northern railway system, including the directors appointed to the board by the Government under section 16, chapter 20, of the statutes of 1914; the names of the stockholders of the Canadian Northern railway company; the names of the pledgees of this stock.

Etc., etc. That is the kind of amendment proposed by the honourable gentleman. I do not know why it should be accepted by the House. It does not seem to have any beginning or any ending. The principle involved in the Bill which is now before the House is, to my mind, the question whether we shall continue to contribute to the Canadian Northern every year, when they apply for money to keep their railway system in operation, or whether we shall stop those payments. The policy of the Bill involves the question: What is the means to be adopted when we decide not to pay over any more money? We are interested to a very great extent in this road. We own a considerable portion of the stock. We are