

up provincial prejudice, the one province against the other, or whether, after all, the problems of the day are not sufficiently great and serious to invite the best efforts of a united Canada.

For a moment, I make no further reference to the lamentations of my hon. friend. I shall have, I am afraid, to deal with them in a little more detail later on; but I should like to commence now just where I would have wished to commence, had it not been for what has taken place. Mr. Speaker, here we are with a brand new Government and a brand new Speaker, and I want, in the first instance, to congratulate my hon. friends very heartily on the first-rate victory they have achieved. I cannot agree with some of the methods employed by them in the winning of that victory, but they are happy and contented and I rejoice personally in their happiness and contentment. If the Prime Minister were here I would address a few remarks of personal thanks to him. It is a great pleasure to me, for example, to be able to congratulate him on the appointment which he has made in filling the office of Speaker. The present incumbent of that office I have known for many years as a friend, and I rejoice to see the Chair of this honourable Chamber so ably filled. I should also like to congratulate the Prime Minister upon his selection of the Minister of Finance (Mr. Fielding). I am quite sure that out of the many followers of whom the Prime Minister boasts none is better fitted to fill that important position than the hon. gentleman whom he has called upon to assume the office. I am sincere in what I say in that regard.

Something, however, has happened this afternoon that compels me to qualify somewhat these remarks. The Minister of Finance deserves our sympathy as well as our congratulations, but I fear he has exhibited in the past two little failings which at this session of the House may become very important in their significance. He has too little faith in Canada and too little faith in the possibilities of the British Empire when dealing with the question of reciprocity; on the other hand, he has a great deal too much faith in railways and in the statements of railway contractors and promoters. And in view of the remarks made this afternoon I am afraid I shall have to give to the House a few brief quotations to show the misplaced greatness of his faith in the representations of railway contractors and pro-

[Sir Henry Drayton.]

moters. I regret that it should be necessary to refer to ancient history, but it is impossible for me to refrain from doing so on this occasion. Hansard reports my hon. friend the Minister of Finance, in dealing with the Grand Trunk Pacific matter, as follows, on May 26, 1904:

Last year my right hon. friend the Leader of the Government (Sir Wilfrid Laurier) made the statement that we could provide for the obligations entailed by this scheme out of one year's surplus. The statement which my hon. friend made in that off-hand way was absolutely and literally correct. I showed that by setting aside some \$13,000,000 or \$14,000,000, which was somewhat less than our surplus, we could provide for the payment of the seven years' interest which we are under obligation to give to the company. By our agreement we gave them seven years' free rental on the eastern division and seven years' free interest on the mountain section of the western. I pointed out, upon the authority of an actuary, that by laying aside \$13,000,000 or \$14,000,000 we could provide for the complete payment of that obligation and that, therefore, was the measure of what we would have to pay.

Again, in the same debate, referring to the Grand Trunk Pacific project, he said:

—When the project was brought down to Parliament, it was found that the scheme was so bold and comprehensive, so carefully thought out and guarded in the public interest, and entailed so small a charge, comparatively speaking, upon the public treasury, that these hon. gentlemen were amazed that the Government should have been able to negotiate such a scheme.

My hon. friend, I say, has too much faith in the figures of railway promoters. He mentions the sum of \$13,000,000 or \$14,000,000. Why, Sir, that line already has cost the country hundreds of millions of dollars.

Mr. MACLEAN (York): And is still costing the country money.

Sir HENRY DRAYTON: Well, I do not know what may happen in the future, but it is costing a great deal now. I think it costs now more per annum than the whole of that estimate; at any rate it is costing a very enormous sum of money. There is another question to which I wish to refer, and it gives me much pleasure to do so. I had expected that the task would fall to me of saying something about Canada's position, and establishing the fact, as it can easily be established, that of all countries that have taken part in this war, from its commencement, as Canada did, of all countries whose effort at all compares with Canada's in any one of her activities, having regard to her income and population, not one is in a better position than Canada. This is a claim I have made before, a claim that has also been very generously and free-