

kenzie and Mann are there, surrounding the politicians, making victims almost every where, among the Conservatives and among the Liberals.

What happened in British Columbia? There, as every where else, Sir William Mackenzie made victims. His ways are well known. In election times, he has a few thousand dollars delivered to one political party and gives ten times more to the other. When he wants to have a politician on the jump, he sends to him one of his creatures with some ten or fifteen thousand dollars, in order to make a slave of him and later on if that fellow does not toe the mark, he does not hesitate to denounce him.

I do protest most forcibly against the manner in which the Government are treating Mackenzie and Mann.

Would the Minister of Finance, who attended that Toronto meeting, during the 1911 campaign, tell us whether it is not the same Mackenzie who, then and there, said to both Conservatives and Liberals who were against reciprocity: Draw on me in order to defeat Laurier. Don't you run away with the idea that he was offering his own money, no, it was the money he had obtained from the Canadian Government.

That is how the people is treated, but woe to those bed-fellows of the Minister.

Indeed, that is the way we are treated in this country, but I hope the day is not far distant when the people will judge those who are always tied to the apron-strings of these gentlemen.

I said, a few minutes ago, that the clause was very plain. Indeed, according to the agreement between the Government and Mackenzie and Mann, if the latter did not meet their obligations, the Government had the right to say: Stop! What is there to prevent the Government from declaring these gentlemen in bankruptcy? It would be desirable to put that railway into receivership; then we could see the situation of the provinces who have incurred liabilities to have railroads in their own territory. British Columbia has guaranteed debentures to the extent of \$47,000,000; Ontario, \$7,000,000 and over; Saskatchewan, \$18,000,000; Alberta, \$35,000,000 and Manitoba, \$24,000,000.

We, of the province of Quebec, who shall be called upon, as all the others, to pay our share, we have had nothing from Mackenzie and Mann. Fortunately, we happened to have a Prime Minister in Quebec who drove back those gentlemen, he refused to be approached, he never slept over night with Mr. Mackenzie and I congratulate him for

[Mr. Lanctot.]

it. Nevertheless, we shall be called upon, we of Quebec, to pay our share for these scandals in British Columbia.

What need was there of the Canadian Northern extending their line up to the Pacific ocean? Now, there was no necessity for it, save to serve the purposes of British Columbia politicians, in order to allow these fellows, in election times, to have electoral funds and to put out the party then in power, as was done in British Columbia; but the people, a little later, perfectly enlightened, drove the other party out of power.

I once more protest against this Government who are about to impose such a policy that we, of the province of Quebec, shall be forced to pay our share just like all the others; I protest with all the energy that is in me against such a state of affairs.

I say therefore, as to this railway question, so far as I am concerned, that I do not want the State to administer our railways. I know too well the character of politicians and I know too well that the people may be too often fooled by politicians. Besides, if it is managed by a Government who never think of anything but patronage, how can you imagine it can work out all right?

I sincerely believe that a day shall come, at no very distant date, when the Government of Canada must settle, wholly or partly, this railway business and get rid of these individuals, but I wish that, in return, those same railways, which are existing for the country's benefit, after all, be operated by private companies, such as the Canadian Pacific, for instance.

Do you believe, Mr. Chairman, that if the Canadian Pacific had fallen into the hands of Mackenzie and Mann, it would be as prosperous as it is to-day? No. It is in other hands; it is in the hands of a man, whose name is Lord Shaughnessy, an exceptional manager, who has banished all patronage on that railway and who does not employ three men on one man's job.

We have the Intercolonial which has never paid the country since it has belonged to the Government. I say that we have enough of it; I say that if the other railways must fall into the hands of the Government, the latter should have all these lines operated by a private company for the best interests of the public, generally, and for those of the public Treasury.

Mr. Chairman, I will not detain you any longer, because I am afraid of the gag.

Mr. ALPHONSE VERVILLE (Maison-neuve) (translation): Mr. Chairman, as representative of such a large city—