

Mr. GERMAN: Did he say what was taken?

Mr. MEIGHEN: I did not see that he said that.

Mr. GERMAN: Our position in regard to this board of arbitration is as I have stated it. In the first place, it is not a board appointed in compliance with the report of Messrs. Drayton and Acworth, and it is not a board appointed to inquire into and determine the things which Messrs. Drayton and Acworth decided a board should be appointed to inquire into. In those particulars it is altogether at variance with the Drayton-Acworth report, and to say that the Government will appoint this board of arbitrators or the Government will appoint one arbitrator and the Canadian Northern railway will appoint another, and these two will appoint a third, and if they are not unanimous there shall be an appeal, does not mean very much. I will venture to say they will be unanimous, and there will be no appeal, and for this very reason—and if I hurt any one's feelings I cannot help it. I will state my belief. Owing to the influences which will be at work behind the appointment of this arbitrator—we have a member of this Government who has been very closely identified with Mackenzie and Mann from the inception of their organization, and who has been, it is alleged, and I believe alleged properly, one at any rate of the dominating factors in this Government. I refer to the hon. Minister of Public Works. Those gentlemen started their career in railway building and in politics at practically the same time—seventeen years ago; and what was the first business connection they ever had?

Mr. MEIGHEN: When did the hon. gentleman start his political career?

Mr. GERMAN: Twenty-six years ago.

Mr. MEIGHEN: You were a little ahead of the Minister of Public Works.

Mr. GERMAN: Twenty-six years ago I was first elected for the county of Welland, and I can tell my hon. friend that at every election since I have been re-elected with increased majorities.

Mr. MEIGHEN: I understood my hon. friend was out for seven years, so that would leave them about the same time.

Mr. GERMAN: My hon. friend is entirely mistaken. I was not out for one year. For twenty-six years I have represented the county of Welland in the Dominion Parliament and in the local legislature, and I

have been elected every time with increased majorities. My hon. friend may take any consolation he likes from the knowledge of what has happened in the county of Welland. Seventeen years ago those gentlemen began their careers together. I mention this because when men are for years closely connected in business operations, and closely connected in their personal arrangements, to my mind it goes without saying that those men would naturally have a strong inclination to help one another. What happened in Manitoba at that time? In December, 1899, the Government of Mr. Greenway was defeated by the Conservative party under Hugh John Macdonald, on the policy of Government ownership of railways. That was the policy which defeated the Greenway Government. Mr. Hugh John Macdonald formed a government in January, 1900, and remained as Prime Minister until October, when he was pushed aside and Mr. Roblin assumed the office of Prime Minister, with Robert Rogers as Minister of Public Works. What was the first act in the political career of those two gentlemen in regard to the Mackenzie and Mann outfit? At that time there was a line of railway in Manitoba known as the Northern Pacific railway. Messrs. Roblin and Rogers, ostensibly acting in the interests of public ownership, with a view to purchasing the Northern Pacific railway for the Government, in compliance with the policy of the party which put them in power, went to St. Paul and purchased that portion of the Northern Pacific in the province of Manitoba. Before they got back to Winnipeg they handed it over to Mackenzie and Mann. That was the beginning of operations between Mackenzie and Mann and Roblin and Rogers, and the pathways of those gentlemen have lain side by side from that day to this. Those pathways have been marked by milestones which in a great many cases are objectionable. That is only one out of perhaps scores of instances. There was also the increasing of the guarantees on the subsidies.

Mr. Greenway had granted to the Manitoba Railway and Canal company a subsidy of \$8,000 a mile, and had taken security on all the terminals and rolling stock of that company. When these gentlemen came into power, they immediately increased the subsidy to \$10,000 a mile and abandoned their security on the rolling stock and terminals. From that time until the present these men have been closely allied in all their enterprises, and I say that a man who has occupied that position