

their road is well managed and that it is well equipped. It is making money. It is in the same country side by side with ours, and there is no reason why we should not have just as brainy and as capable men to run our road as they have. I would expect the Minister of Railways to come to this House and make a favourable comparison between his railway and the privately owned line and to be able to show that he is making money.

Surely hon. gentlemen will do me the credit of believing that I was stating my honest mind at that time. This Bill was not in sight; nobody was thinking about it. I am in exactly the same position now as I was then. If I had my own way, we would not have this road at all. But we have it, and my position is that we must make the most and the best of it. My best evidence is what I said before, and I have not changed one iota. I am anxious that this road should be administered in the best possible manner and not be encumbered by old things. I am sure my good friend from Springfield (Mr. Richardson) is one of those men who do not want to have this new enterprise loaded down with unnecessary baggage of Mackenzie and Mann.

Mr. RICHARDSON: I am with you heartily.

Mr. McKENZIE: There is not in the West a man who wants this enterprise handicapped by enterprises of Mackenzie and Mann which were a failure from start to finish as regards making a success of railways, and I am opposed to loading down this new enterprise with 44 enterprises of Mackenzie and Mann, of which we know nothing and which may contain entanglements that are going to be an everlasting difficulty for this concern. My good friend the Minister of Immigration and Colonization (Mr. Calder) shakes his head. He may find nothing in it whether he shakes it or not. I know that I am safe on this ground anyhow, that we have all the machinery necessary for building a road by the Government in any part of the West or any part of Canada where they think, in their best judgment, it is advisable to build it. We have this Bill which we are putting through, section 23 of which says that we can construct railways wherever we like. We have the old Railway Act which is made applicable to this section except where it is inconsistent with this Bill. We have a distinct Government Railways Act, and all we have to do is to add two lines to this section of the Bill saying that the Government Railway Act will apply. Then, we have in the hands of the company all the powers and privileges of the Government

[Mr. McKenzie.]

Railways Act with all the other legislation we have. With all that machinery and all those powers, why should we go to the graveyards of the west to resurrect those old carcasses of Mackenzie and Mann enterprises? If these unwholesome, unseemly carcasses are to be resurrected and brought into this House we should have them put in a room by themselves where we should not all be compelled to inhale the unsavoury mess. I am not hampering this enterprise or the men to be appointed. I have met Mr. Hanna a few times, and I hope he will be on this new enterprise; I think he is a gentleman of large views and great capacity. But, apart from him, let me tell the Government in all honesty that the people of this country do not want to carry all the baggage of Mackenzie and Mann.

Mr. LEMIEUX: What about Mr. Hamilton?

Mr. McKENZIE: The Minister of Immigration will look after him. I understand that a life annuity of some kind is being provided for that gentleman, who was the minister's opponent. I think I have made perfectly clear why I am opposed to the resurrecting all these useless Acts of incorporation. Why should we tie up this new concern to a charter, with some money belonging to a province in a bank somewhere, and say that it must follow the line laid down by that charter? We do not want to take anybody's money but our own to build this railway. Some machinery can be found by which that money will go to the provinces. That will be better for the provinces. Agreements have been made with Mackenzie and Mann which were not favourable to the people, and if we take over these charters we take over the agreement with them; we take over the locations, and all the encumbrances imposed upon the people by Mackenzie and Mann. We know nothing about these charters, we have not a syllable of information about them. And we are said to be disloyal, obstructionists, and in the pay of the Canadian Pacific simply because we do not want these agreements foisted upon the Canadian people without knowing something about them. It is well known that some of these charters have been dead for ten years. Is it reasonable to suppose that we, the representatives of the people, will sit here and give our "Amen" to legislation of that kind of which we are entirely ignorant and about which hon. gentlemen opposite can tell us nothing? I say: Go on with your Bill, incorporate your