

\$50,000 a mile instead of the \$20,000 a mile that was estimated? And will they get through the Mountain section at less than from \$80,000 to \$100,000 a mile instead of the \$50,000 or \$60,000, as was estimated? You ask me, what bearing that has on the question? I will tell you. The hon. member for Edmonton (Mr. Oliver) talked about freight rates. I say that, having regard to the bungling in the building of the National Transcontinental by hon. members opposite, the hon. member for Edmonton should either rise in his place and repudiate the action of the late Government with regard to the building of the Transcontinental or he should never mention the words freight rates again in this House. These things belong to the past, but the evils they entail live after them. Out of the respect I bear my right hon. friend (Sir Wilfrid Laurier) I hope that his title as a statesman in this country will not rest upon his railway policy. The cost of this bungling and of the mistaken policy for which he is responsible will be visited upon the taxpayers of Canada to generations yet unborn.

What has this to do with the burdens which I have had to assume as Minister of Finance? On account of the delay in the construction of that road, on account of the position of the Prairie section and of the Mountain section still in the period of construction without the earning power which they could reasonably have been expected to attain had the line been completed in time, I had to advance \$15,000,000 by way of loan to "finish the work" of my right hon. friend as he would put it. And at last session of Parliament legislation was put through under which we guaranteed \$16,000,000 of additional bonds to enable them to complete. Last fall, in order to save this railway of his, this child of his imagination as he calls it, in order that Prince Rupert might be linked up with Winnipeg, I had to find \$6,000,000 for that road. And my right hon. friend will rise in his place and criticise me in this House for that action. But it was the right thing to do under the circumstances and I am prepared to defend it here or anywhere.

And let me ask the right hon. gentleman, who was responsible for the so-called "implementing legislation"? One of my first tasks, one of the first burdens I had to take up as Minister of Finance, was to find the sum of \$5,000,000 to hand over to the Grand Trunk Pacific by reason of the judgment of the Privy Council on this so-called implementing legislation, which showed up in the most unmistakable fashion the bungling of the late Government. More than that, in order to save the situation, I had to purchase \$33,000,000 of the securities of the Grand Trunk Pacific Railway Company guaranteed by the Dominion of Canada, and they are in the vaults of the Treasury to-day.

Sir ROBERT BORDEN: And purchase them at par.

HAD TO FIND FORTY MILLIONS.

Mr. WHITE: And, as my right hon. friend suggests, I had to purchase them at par. In connection with the implementing bungling and other bungling of the late Administration, I had to find no less a sum than \$40,000,000, at a time when the markets of the world showed greater stringency than at any time, I suppose, in the lifetime of anyone here. Yet hon. gentlemen get up and talk to me about the "rich legacy" I had, about the "solvent estate" that was handed over to me. And they call me "the prodigal son" because I had to take care of these obligations which they had incurred. Talk about large families? If obligations were children, my right hon. friend would truly, like George Washington, be the father of his country.