

ple, with the probable exception of one or two of the shareholders. Every road is in the hands of Mackenzie and Mann and their associates. So that this argument is put forth simply to blindfold and hoodwink the people, that there will be at least six receiverships and that chaos will exist. The fact is that all those roads are under one organization, and though they have different charters, all those charters are under the control and in possession of the same men. That statement cannot be disputed; so that the honourable leader's argument on that point cannot hold water. Another point is that the Canadian Northern has already obtained from the treasury of Canada hundreds of millions in money and lands; I am not going to say how much they got from the poor municipalities or from the different provinces. But I will say that if this deal goes through, the province of Quebec must be protected against any liability assumed by this Government for the purchase or acquisition of this road. The province of Quebec has paid all its liabilities as subsidies to branches of roads held by the Canadian Northern, and we owe the system not a cent. Other provinces have bound themselves to pay many millions to this same system. Let those provinces pay their own liabilities; but we from the province of Quebec do not want this Government to undertake liabilities which will be distributed over all provinces equally after the deal is put through. That is a fair proposition and a fair warning. What has the province of Prince Edward Island done to make itself liable in any respect to the Canadian Northern? Absolutely nothing. What have the provinces of New Brunswick and Nova Scotia done to any extent to involve themselves in indebtedness to the Canadian Northern, or to the Government, if this Canadian Northern proposition is taken over? Those provinces must be protected against a joint liability; and when the Government assumes the duties and responsibilities and liabilities of the Canadian Northern system it does so on the ground that all the expenses incurred in that deal shall flow only from the province responsible for the same; otherwise you will be dealing unfairly by the taxpayers of this country and by the province of Quebec.

There are honourable gentlemen here who remember the strenuous times in 1885, when Sir John Macdonald had under consideration the demand of the Canadian Pacific railway for the loan of \$30,000,000 to enable the Northwest to have the Cana-

dian Pacific Railway construction finished. What happened? The members from the province of Quebec formed what we call a "cave," and established a house in Ottawa where they met day after day and night after night, and that house is known to-day in political history as the "chambre des Bleus"; and, if I mistake not, the honourable Speaker of this House to-day was a representative in that chambre des Bleus, with Langevin, Sir Adolphe Caron, McGreevy, Ouimet and the others; they were all there. At that time Quebec was thoroughly Tory; I do not think the Liberal party had thirteen members in that whole province. We were under the thumb of the clergy at that time, and under the thumb of several different things, but the Tories had all the clergy with them in those days. Forty or fifty members from the province of Quebec met in that house, for what purpose? Sir Frank Smith and Sir Adolphe Caron, who were great friends of Sir John Macdonald, brought him to consent to granting the \$30,000,000 as a loan to the Canadian Pacific railway. Those fifty members from Quebec rented that "maison bleu," I think on the corner of Slater and Metcalfe streets, and gathered there sulking in their tents, and sent word from time to time to Sir John Macdonald saying that his Government could not put that vote through unless the Conservatives of Ontario and the members from the West would consent to Quebec getting a fair share of the money that was going. And what was the demand? It was that the Government, in granting the loan of \$30,000,000 to the Canadian Pacific railway, should at the same time compel that company to buy from Quebec the North Shore railroad running from Montreal to Ottawa. The province of Quebec had spent some \$20,000,000 in building that road, and had to accept \$7,000,000 or \$8,000,000 for it. That cave of Conservatives insisted on Sir John Macdonald granting thereafter cash subsidies to roads at \$3,200 a mile—because you must remember that in those days while railroads were being built in Ontario and the West with cash subsidies and land grants, there was very little that came to the province of Quebec, with the result that the Provincial Government of Quebec had to subsidize roads with tremendous amounts of land—6,000 or 8,000 acres per mile. Quebec got tired of that business, because at that time the province was not flourishing as it is to-day, and was not able to cope with the financial situation as it existed. I do not blame those Tory