

Mr. SINCLAIR: I am just through. I regret that I am not permitted to say all that I would like to say on this important question. I want to say, however, that I am decidedly opposed to paying any more money to Mackenzie and Mann. They have already become millionaires at the expense of this country and there is no reason why the country should be mulcted in a large sum of money to take over this stock when under the law of the land, under a law passed by this Parliament, we have the right to assume control and to take it over without the payment of any money.

Mr. R. LANCTOT (Laprairie-Napierville) (translation): Mr. Chairman, as the representative on one of the finest counties of the province of Quebec, as representative of an agricultural county, and being myself a farmer, I believe I would not be doing my duty if I did not protest, as strongly as I possibly can, against this iniquitous legislation whereby the country shall be mortgaged for the pretty amount of \$650,000,000.

I put the question to you, Mr. Chairman, is it decent that a measure of this importance be referred to us, be imposed upon us by a Parliament which, for twelve months, has had no mandate from the people and after the Government have, on several occasions, through the right hon. Prime Minister, pledged themselves, were the Parliament's existence extended, not to introduce into the House any contentious measure? Messrs. Mackenzie and Mann's railroad has received large subsidies both from the federal and from the provincial government, as well as from various Canadian municipalities. With such subsidies reaching so fabulous a total, we should be led to believe that this railway would have been a success, but I think it is rather the contrary that has been the result. According to the Minister of Finance, the railway is in bankruptcy, and I think I am right in believing that Messrs. Mackenzie and Mann are actually worth millions.

Since 1911, the Government, who seem to have a great deal of affection and of gratitude for Messrs. Mackenzie and Mann—and I do believe that they actually owe them a debt of gratitude for the 1911 election—have always come to us, at every session, and asked us to assist the Canadian Northern by way of bond securities. Finally, in 1914, the Government made a contract with Messrs. Mackenzie and Mann. For my part, I would have thought that the solvent party should have taken 60 millions of the 100 million obligations and that the insolvent party should have held the balance, i.e. 40 millions. But, nevertheless, the railway

company took good care to keep the majority of the bonds, in order to be able, later on, to have the Government pay them their 60 millions; so that it is the insolvent party who manages the business, that is to say, Messrs. Mackenzie and Mann. As many other members who have spoken before me, I am of the opinion that it is not necessary to buy 60 million worth of stock to become the owners of that railway. It seems to me that the purchase of 11 millions of that stock would have been sufficient to become the masters of the situation.

For my part if this railway is in bankruptcy, I would rather prefer letting it go into the hands of a receiver, then, at least, we would know the actual amount of the company's liabilities as well as the financial standing of its promoters; we would also find out how many millions those gentlemen have invested in private enterprises in Mexico, in South America and even here, in this country. Is it not a fact, Mr. Chairman, that Mr. Mackenzie lives in a magnificent palace in Toronto, estimated at two or three million dollars, I believe? If such is the case, how is it that a man obliged to sell the Government an insolvent concern, can nevertheless find the means of living in luxury in a palace and that, meanwhile, the people are taxed to the utmost in order that these gentlemen may live at our expense?

Let us now pass to the financial side of the question. If we add to the National debt those new liabilities we are to take over in consequence of this Act, we reach the incredible sum of \$2,500,000,000. Under such circumstances, how can any one pretend that the people of Canada can run the war and the railways besides? For my part, I unhesitatingly declare that it is time, more than ever, to stop both the war and what I would call the railway scheme.

In this railway policy, I see the repetition of the old story: elections are at hand. Indeed, what do we find? Messrs. Mackenzie and Mann spend almost every night with the ministers or with the Prime Minister himself, in order to have the conscription Bill passed. Sir William Mackenzie is here, in Ottawa, since the Premier's return from England; they have worked together, to impose upon the people of this country this nefarious conscription Bill, thinking it would be most popular, that the whole country would welcome it and that it would allow the formation of a coalition government. They wanted the people of this country to swallow that pill. It is always those same people, those same individuals we see behind the curtain; Mac-