

to start back to-night, in so far as all this routine goes, just where we commenced some weeks ago. That is considered a fair proposition by the leader of the Opposition.

Mr. BUREAU: This is the first intimation we have had of these new roads. I would ask also that the second schedule be printed in Hansard so that we shall have copies of it.

Mr. MEIGHEN: It will be printed to-night.

Mr. BUREAU: Is the minister going to have the Bill printed?

Mr. MEIGHEN: The schedule will be printed.

Mr. MICHAEL CLARK: What agreement does the leader of the Opposition (Mr. McKenzie) refer to, that we should adjourn at eleven o'clock at night? That is an agreement we are not all acquainted with, and I should like to suggest to him that it is really only a quarter past ten by the sun. The night is therefore, quite young.

Mr. McKENZIE: I do not know if my hon. friend would call it an agreement. It was an arrangement between the acting Prime Minister (Sir Thomas White) and myself that was made in the early stages of the session. It was made at his suggestion, not mine.

Mr. MICHAEL CLARK: I suppose my hon. friend will want to get through the session this year. I am not in any hurry and we have had a rather pleasant session so far.

Mr. BUREAU: I am surprised at my hon. friend wanting to be so retrograde. He is generally quite a progressive man.

Mr. McKENZIE: It has been hurled across the floor of the House, very broadly insinuated by the President of the Council (Mr. Rowell), and not insinuated at all, but stated, by the Acting Prime Minister (Sir Thomas White), that there was on this side of the House a combination of hon. gentlemen, who represented the Canadian Pacific railway, putting up this obstruction. I can only say that such a statement is absolutely without the slightest foundation in fact and is an insinuation and statement which reflects upon the honour and honesty of men on this side of the House. If the Acting Prime Minister thinks it is to his honour to be a member of a Parliament which is capable of having an Opposition of such a character as he describes, I do

not think that is very much to his credit. I am sorry he is not here at present as I wish to tell him that, if my estimation of him would mean anything to him. I am very sorry to have heard him making the heated statements he made to-day. I hope when he reads them in print, he will be sorry for having allowed his passion to carry him away to the extent of branding honourable members on this side as being in the pay of any concern or influenced by any consideration except that of duty to the people. If anybody on that side thinks that was a proper position for the leader of the Government to take, I am very much surprised. A great deal has been said about where and how we stand in regard to this business. Last year there was not a word about this company or this policy, and I wish to put myself right by stating exactly what I said last year when there was not a word about what is being done now. Last year, when the Estimates of the Minister of Railways were before the House, I said, in part, as reported on page 2191 of Hansard:

Mr. McKenzie: It is important for the people that we should have some conception of what we are doing. If this were a meeting of directors it would not be a very cheerful one. The directors and shareholders would have discovered that we were spending away up in the millions in the development and working of the road, but that we have made no money. We are in debt. If we were ordinary directors and shareholders of a road we would have to put our hands down in our pockets to find money in order to make betterments and to run the road, and that would not be a cheerful prospect. However, we are new beginners in this enterprise. I was never in favour of Government ownership.

There can be no mistake about where I stood.

I am not in favour of it now; as I think private enterprise will do better in these matters. Particularly in colonization and development, will private enterprise and private energy do much better than Government ownership.

Now I want to be perfectly plain.

But, by the force of circumstances, we are in this net, and we must stay in it and make the most of it—that is the way I view it.

No mistake about that.

While a great railway like the Canadian Pacific is being conducted privately we have something to compare our works with. It would be interesting for myself as a citizen of Canada and a member of this House to know how our expenses per mile of operation, for merely running the road, compare with the expenses of the Canadian Pacific. It would be interesting to know how our expenses for betterments, for keeping the road in repair, for rolling stock and all other requirements compare with those of the Canadian Pacific. Everybody admits that