

of defence of the British Empire by land and sea, was called in 1887, 25 years ago, and during 15 years of that time my right hon. friend was in power. What is our position to-day, so far as naval defence is concerned? We have the Niobe in dry dock at Halifax. She has just been repaired to the extent of \$300,000 damage to the hull. Then we have the little Rainbow on the Pacific coast. That is as far as we have got. My right hon. friend (Mr. Borden) said in 1910, on a similar occasion to this, that he would proceed to London and consult the Admiralty, and bring down the proposals of the Government later. My right hon. friend (Sir Wilfrid Laurier) says this Government does nothing. What more could my right hon. friend the leader of the Government have done? He carried out his pledges as soon as a man could possibly carry them out in that regard.

Then, we provided a subsidy to the Temiskaming and Northern Ontario railway, a railway that has opened up one of the richest areas in Canada, highly mineralized, and with a great belt of agricultural land.

Mr. MURPHY: Thanks to the Liberal Government.

Mr. WHITE: Let me say thanks to the Liberal Government. We shall say thanks to Sir George Ross, whose views on reciprocity I have just given to the House, and thanks to the very able present Prime Minister of Ontario, and to Mr. Englehart, who is head of the Commission. But when the proposal was brought down to this House to give the province of Ontario a subsidy of a couple of million dollars in connection with the building of that road, exception was taken, although my hon. friend the ex-Minister of Railways (Mr. Graham) took no exception, so far as I remember, to Bills granting subsidies to the Canadian Northern and the Canadian Pacific railway.

Mr. GRAHAM: I beg my hon. friend's pardon. I divided the House twice in Committee on the Canadian Northern subsidies.

Mr. WHITE: Was it on the ground of rates?

Mr. GRAHAM: It was absolutely on the ground of rates.

Mr. WHITE: I will withdraw that, then. I have a fairly good memory, and my recollection is that so far as the subsidy was concerned, \$12,000 per mile, my hon. friend said he did not care about the amount, but that what he did care about was putting the through rates under the jurisdiction of the Railway Commission.

Mr. WHITE (Leeds).

Mr. GRAHAM: Under the control.

Mr. WHITE: However, I will withdraw that.

Mr. GRAHAM: My hon. friend's memory is partly right and partly wrong. So far as the Canadian Northern in British Columbia is concerned, I forget whether we divided the House; but we divided the Committee twice, because this Government made an exception in granting a subsidy to the Canadian Northern in British Columbia without its being subject to the Board of Railway Commissioners as to rates. I took exception to that on that ground. With regard to the Temiskaming and Northern Ontario railway, I stated distinctly that if I were in the Ontario Government at the present time, I would not think of coming and asking the present Government, or any other, for a subsidy. But as to rates, I went this far—perhaps I did not go so far as some of my friends—that it was a difficult thing, perhaps, to interfere with the provincial governments concerning their own railways; but I urged strongly that as to through rates—this road is linked to a through line, having leased running rights to the Grand Trunk railway—it should come under the Board of Railway Commissioners. Under the statute, that could not be done, even by this House, without the consent of the provincial government, it being a provincial government road; and the Prime Minister, acquiescing, to a certain extent, in my contention, said that before that would become law, he would consult with the Ontario government to see if they would not consent to that jurisdiction.

Mr. WHITE: I accept what my hon. friend has said; but the fact is that the Temiskaming and Northern Ontario subsidy was opposed by hon. gentlemen opposite, and was thrown out by the Senate composed of a majority of Liberals. I think it was thrown out—I am drawing my own inference—because it was known that my right hon. friend (Sir Wilfrid Laurier) was opposed to it. Let me put it alternatively. If my right hon. friend (Sir Wilfrid Laurier) had supported it, I do not think it would have been thrown out. I do not know whether my right hon. friend influenced the Senate; I have no evidence to that effect; but I do think that if he had been in favour of it, it would not have been thrown out by the Senate.

Then we brought into effect the Grain Act by which sample markets will be established in the West; and this year, we have, in pursuance of a pledge of the Government, let a contract for a three million bushel elevator at Port Arthur. In addition to that, the Government has made large expenditures upon the improvement of the