

better managed and better run in the days that have gone by. It has a record of remarkable achievement. But do not imagine that I shall continue to boost for the Canadian Pacific throughout my speech.

Let me analyse for a few moments the extent to which the Canadian Pacific Railway has been assisted. The Government gave the company \$25,000,000 in cash, and 25,000,000 acres of land in alternate blocks throughout the most productive parts of the Prairie region, and turned over to it free of charge the surveys and the 713 miles of railway already constructed, which had cost \$37,785,000. Cash subsidies received by the Canadian Pacific from Dominion and provincial governments amounted in 1916 to \$67,000,000. Land grants from the same sources amounted to 28,000,000 acres, of which 16,541,000 had been sold up to June 30, 1916, to net the company \$68,000,000, while the remainder was conservatively valued at \$119,000,000. Thus it will be seen that the assistance received by the Canadian Pacific Railway, in addition to other valuable considerations, totalled \$291,785,000. Other valuable considerations comprise freedom for ever from taxation of the railway and "all stations and station grounds, workshops, buildings, yards and other property, rolling stock and appurtenances required and used for the construction and working thereof, and the capital stock of the company by the Dominion, or by any province hereafter to be established, or by any municipal corporation therein; and the lands of the company, in the North West Territories, until they are sold or occupied shall also be free from taxation for twenty years after the grant thereof from the Crown."

We should never consider the Canadian Pacific's early existence without recognition of the fact that the great Canadian West laboured for many years under a railway transportation monopoly. We should also remember that the Canadian Pacific carried settlers and industries into the far stretches of the Canadian West before most of the lines now included in the Canadian National Railways—the Canadian Northern, the Grand Trunk Pacific and the National Transcontinental—were even dreamed of. It is said by some that the Canadian Pacific was somewhat despotic, that it had a monopoly and proposed to use it as it deemed best, and that the results of this policy were injurious to the rights and properties of settlers, business men and other people.

Now let us consider briefly the undertakings of the Canadian Northern Railway. I think I heard my right honourable friend (Right

Hon. Mr. Meighen) say last night that in discussing this railway problem it is not necessary to go into ancient history. Sometimes it is inconvenient to be told of our omissions and errors. I myself have on occasions found that to be so. But it seems to me that we cannot properly analyse this general railway question unless we consider to some degree the whole history of the Canadian National Railway lines that are now in the West. I am quite sure that my right honourable friend will be able to follow me very closely in these references, because I believe no member of this House knows better than he just what is involved. During the first three years that the Conservative Government were in office after 1911, the promoters of the Canadian Northern secured \$20,040,000 in cash and guarantees.

Right Hon. Mr. MEIGHEN: The honourable member should note there that those amounts were authorized by legislation of the Government of Sir Wilfrid Laurier.

Hon. Mr. MURDOCK: That is a very proper correction, and I am sure it will be noted. I am sorry to say to my right honourable friend that I had not noticed the fact. Maybe that is the result of a slight bias on my part.

Right Hon. Mr. MEIGHEN: I do not want to create an impression that is in the slightest degree wrong. The authorization applied to all the Canadian Northern eastern lines then projected, right through to Montreal, but not to the Canadian Northern Pacific, from Edmonton west.

Hon. Mr. MURDOCK: In the early months of 1914, vocal, insistent and capable representatives descended in force upon Ottawa and appeared to literally compel the Government to advance further credit to the extent of \$45,000,000. As a result the Government became a partner of Mackenzie & Mann in the ownership of the Canadian Northern, by securing \$40,000,000 of the company's \$100,000,000 capital stock. The outbreak of the war found the Canadian Northern in financial shadows. Not only was the Government a joint owner, but the credit of municipalities and provinces in Canada was in a large measure affected. In short, the Dominion's credit was at stake. The Drayton-Acworth report in 1916 advised that these new lines should not be permitted to go into bankruptcy and that there was a moral responsibility upon the Government to safeguard the investors. Had the Government of the day bid good-bye to its holdings of Canadian Northern liabilities, and sent these new lines