

ment in Ontario, and when there was a change of Government they seemed to have come down here and dictated their terms. You know the old slogan; if the honourable member for Kings and Albert is here he will remember it—he said it: “Cox can’t wait.” That was the language of the Canadian Bank of Commerce. That was the time my honourable friend was taking the Government to task—“Cox can’t wait”; and he had another great phrase: “This Government is swayed by women, wine, and graft.” We all remember those words; they were beautiful words. If I were to paraphrase them to-day, I could not say anything in the presence of the ladies; and, as to wine, that has disappeared; we have prohibition, and, as you see, I am drinking water. All that remains is graft, graft, graft. Therefore I am afraid that this country is in a very bad predicament.

We have a deficit facing us; we are having unemployment increasing. Only last night I was reading in the Montreal Star—a good Conservative paper, owned and edited by Lord Atholstan, one of the best supporters and one of the creators of this Government—the statement that people are actually starving now, at the beginning of the month of June, in the city of Montreal, and after a very hard winter the doctors who have been examining the people and their families find that through mal-nutrition the men are not fit to work even if they could get work. That is what is taking place to-day in Montreal, and at the same time millions galore are being squandered, and carelessly squandered.

The Government stated that they were going to change the administration of those railways, but we have not had even the promise that there will be a change, and what has taken place? As every honourable gentleman in this House knows, the Minister of Finance has admitted a deficit of \$70,000,000. There is a great deal more than that, but taking his own figures they amount to \$5,000 a mile of deficit—more than the total earnings of the C.P.R. while that company was paying 10 per cent on its stock a few years ago. I say that is a deficit that looks to me most mysterious, and it will have to be explained some day. There is no possibility of a railway being run honestly and having such a deficit. At Saskatoon, for instance, where the C.P.R. does 60 per cent of the business and the National Railway 40 per cent—to illustrate the situation and make it easy to understand—suppose there are a thousand cars,

and the C.P.R. moves 600 of those, while the Grand Trunk only moves 400, still the C.P.R. does all the shunting and moving of those 600 cars with two shunting engines, while the beautiful administration of Government railways uses 17 shunting engines with 17 crews to do 40 per cent of the work, as against the 60 per cent done by two shunting engines on the C.P.R. I see the gentlemen from the Northwest who to-day profess to be in favour of Government ownership. I said to them some sessions ago: “Don’t come back and whine at the high rates; you want Government operation.” Well, you have it, gentlemen, practical Government operation, and you are paying through the nose for it. I am sorry for you, but I cannot help you, and you have only yourselves to blame for it.

The present position is a sad one indeed; and what is still sadder is to find that my honourable friends opposite will not say one word in justification of that scandalous budget and those estimates—not one word. If they could send us home with some words of consolation, even to say that they hope it will be better in the near future; if they could dress this up and make themselves believe that we were all right, that these deficits were going to cease; or give us another ray of hope by saying that they would not take the Grand Trunk, and that they would let the law take its course. But no, I am afraid I will meet nothing but silence, and notwithstanding all the provocations I may give I will not get a response—unless, perchance, my honourable friend from Kings and Albert will come to the rescue and say something in defence of the Government. He did not always speak in favour of the Government this morning; perhaps to-night he might make his peace with his friends by saying a good word for them.

Reverting to the Shaughnessy plan, I forgot to mention that that plan, by which the C. P. R. would have received dividends in *secula seculorum*, for ever and ever, would be a very nice thing, a comfortable thing for the shareholders; but there must be lurking in the minds of some of the Directors of the Canadian Pacific the thought that, with the disorganization of labour through the length and breadth of this land owing to Government operation, it is going to be more and more difficult for them to get a reasonable day’s work for a reasonable day’s pay on their railroad. Lord Shaughnessy thought that by putting this up to the people there might be a chance of the