

dividends on watered stock, dividends on values that did not exist, simply because the wicked government that was, countenanced such things. And he stopped there, for if he had told the truth his purpose would not have been served. If he had told the truth, it would have been known that the minister and his friends were responsible for that incorporation. If he had told the truth to the people of Ontario, he would have said: "This is the investigation that I made. I found this tremendous amount of water. These incorporators came to Ottawa with their petition for incorporation. They went away without it and they took practically the first train to my political friends, the Liberal government of Nova Scotia and they got their incorporation." If he had gone further, he could have said; "Why, Mr. Macdonald, K.C."—he was not then member for Pictou; he has since been elected—"Mr. Macdonald, one of my political friends is general counsel for, or at least very high up in the councils of that company, representing them, working for them. Ah, yes, here I am also, walking the goose-step with Ned Macdonald in our nondescript army." But he did not tell us anything of that kind. Oh, no, there was nothing that was said about the facts. After all, it is all ancient history now; I hope it has gone not to return; I hope that, with office, my hon. friend will stick to facts. I wish him every success in his department. The country needs success in the administration of the Department of Labour; and as regards those who sit around me, my hon. friend can take no proper step to help labour, no proper step to help unemployment, but his hands will be upheld by those sitting on this side of the House.

Are we very much better off to-day? I am hoping we are, but are we? Look at the discrepancy that we have between the Prime Minister and the hon. member for Marquette. It is not a discrepancy as to a mere matter of form; it is a discrepancy that is vital. It goes to the question of establishing fairness and loyalty to his friends on the part of the member for Marquette (Mr. Crerar) or else a willingness to desert them and to scrap his party. He has taken his position and the leader of the House has taken his. They are diametrically opposed, the one to the other, and I am afraid we cannot do anything to help solve this question except to point out that, in view of all the circumstances, in view of the fact that a meeting was held of the members of this

House supporting the leader of the Progressives, and that these matters were favourably considered, the great probability is that the leader of that party was correct in what he said. But, as I say, we cannot do much one way or the other to solve the question. It is a pity that we have so early in the session, such a sharp divergence on a matter of fact involving a question of veracity as we have between these two hon. gentlemen.

Well, we are attacked rather severely in connection with our railway policy. All the troubles of the railways, according to the hon. member for Pictou (Mr. Macdonald) are attributable to the one man of whom, for some particular reason, he seems to try to make a Machiavelli. The Prime Minister dealt with the same question and did me the honour of referring to a report which I made to this House some years ago. I wonder whether he will put the rest of the report into effect, or whether he is going to confine his endorsement to just a few lines of it, because those lines serve, for the moment, a useful purpose. I wonder whether he believes what that report shows as to the woeful waste, the reckless extravagance, and the manifest impropriety of the whole Grand Trunk Pacific and Transcontinental venture; or is his endorsement applicable merely to these few lines? Well, it is quite true that the figures quoted by my hon. friend are correct. It is equally true that at that time the mileage of railways in operation was nothing like what it is to-day. It is perfectly true, for example, that in 1911, although the lines had been very largely completed, neither the Grand Trunk Pacific nor the Transcontinental was reported as an operating railway in Canada. But to adopt the argument based on the figures of the mileage of railways in operation would lead to the result of charging the Liberal-Conservative party with the responsibility of it all, the party that did its very best and fought its hardest to stop that iniquitous scheme. Why, hon. gentlemen know that railways are not operated immediately on their completion. Those gentlemen who come from the West know that long after construction has been completed much time elapses before any application is made to the Railway Board to open the lines for operation, and there have been brought to the board, time and again, cases which could not be dealt with simply because the lines concerned, although completed, had not been declared by the company to be ready for operation and the