

force, would have given us cruisers and destroyers to help the Empire at this hour. It was a sore day, the 11th day of September 1911.

As I say, our financial position is such that we cannot properly equip the roads we have to-day. At the beginning of this session I asked the Minister of Railways if it was his intention to take over the Caraquet and Gulf Shore Railway, as branch lines for the Intercolonial, and he answered that owing to the war it was very difficult to get the money, and he would have to postpone consideration of that question till some later date. I accepted his statement in good faith. If the reason he gave at that time was good, it is good to-day. He could have taken over this railway for a few hundred thousand dollars, and many other branch lines could also have been acquired at a total cost of less than a million dollars, which would have been of great advantage to the Intercolonial railway. But if financial conditions are such that one million dollars cannot be spared for the taking over of branch lines for the Intercolonial, how can the Government expect the people of this country to support them in taking over the Canadian Northern involving this great expenditure, especially when we have not yet properly equipped the Transcontinental.

According to the Drayton-Acworth report we should have to spend \$40,000,000 on the Canadian Northern for equipment, and \$30,000,000 for additions and betterments in the next five years. Then there are also the fixed charges, and the amount we shall have to pay for the stock. The Minister of Finance said that the taking over of this road was the beginning of a policy of the nationalization of railways in this country. While I am in favour of the nationalization of railways, I say that Canada is not in a position to take over this road, which will be a drain on the country for many years to come. In the last resort I would rather the Canadian Pacific took over the Canadian Northern Railway than the Government, or that we gave a few million dollars to keep the Canadian Northern going for another six months or a year. This Parliament is a dying Parliament. In forty odd days it will have no life, and in three or four months a new Parliament will have come from the people with a mandate to deal with the railway question. My time is up.

Mr. D. D. McKENZIE (North Cape Breton): The question which we have to

[Mr. Turgeon.]

consider is so large that one approaching it with a time limit of twenty minutes finds himself somewhat in the position of the boy in the old adage who proposed to storm Gibraltar with a pistol. Time seems to be precious to the present Government, and I do not blame them for feeling at this stage of their existence that time is getting to be of the essence of the contract. We are told that there are certain species of spirits and devils that can only be handled and dealt with by prayer and fasting, and I suppose the Government realize that if they are to save their political souls, all worldly affairs should be put on one side as quickly as possible, and prayer and fasting be the order of the day for the few remaining days at their disposal. That is the only excuse which I think I could plead on behalf of hon. gentlemen opposite, for tying the people's representatives in this Parliament down to a time limit of twenty minutes. We have been pressing them hard for the last six months or so, to put the millionaires of this country within some certain limits. We were trying to get them to cut down certain lords and dukes in this country who are paying their way into titles of that character, according to the lore we get from the Imperial Parliament. We were asking that they be put upon a certain limit; but they had the cash, they had the pull, they had the power and the privilege, and they have been permitted to go on; some of them making \$5,000,000 of profits out of the poor people of this country within a comparatively short period. While the power of closure was in the hands of the Government, and in the hands of the Minister of Finance, to put a closure on the profiteers of this country, they took mighty good care not to exercise it, because it would interfere with business and profits, and emoluments, and privileges, which they hoped to enjoy under the wing of these characters at a later stage of the game. When it comes down to the representatives of the poor people of this country, men who like myself are here untrammelled and unchained, free to speak for the poor people of this country, the Minister of Finance does not turn a hair in putting the closure on me quickly, confining my whole privilege to twenty minutes or less in dealing with such a great subject as this. The question of time has a peculiar turn in the hands of the Government. When it is a question of five years of Government, why it is but as yesterday in their eyes. It is like a vapour which appears for a little while and