

the purpose of making ship plates; so we shall have the plates in the country. Honourable gentlemen may tell me that ships will cost more to build in Canada than they could be bought for in England. That is perfectly true, and everybody will admit that, but when we started to make cotton in this country—and it was in our own lifetime—people said, forsooth, that there was no sense in bringing raw cotton from the southern States to be manufactured and woven in the city of Montreal, and the man who started that, Mr. Albert Hudon, whose firm afterwards became the Hudon Cotton Mills, was regarded as a visionary, a dreamer. But what has happened? We have to-day in Canada a cotton industry which employs thousands and thousands of men and women. Now a similar remark might be made regarding steel. When we commenced to make steel rails in Canada, we were told that we could never compete with the United States; that the United States would turn out steel rails much more cheaply than we could. Still, we have been competing with them, and I know of at least one order, a big order from India, in which the Dominion Iron and Steel Company actually competed with the United States Steel Corporation. That was some years ago, and the Dominion Iron and Steel Company now manufactures steel not only for our own requirements, but also for other parts of the world, and their rails are just as good as, perhaps even better than, many other rails that are in the market. Therefore, there is no good reason why we should not foster the building of ships in Canada.

There is not a word in the Speech from the Throne regarding the negotiations, the very important negotiations, that have been conducted between members of this Government and the Grand Trunk railway of Canada. Thank goodness, some of the papers have been on the alert and have issued a warning and called a halt. The Grand Trunk railway, with its assets of five hundred million dollars, is to be taken over, according to the rumors reported in the papers which I hold in my hand. I have here article after article, and they are not from Liberal papers. The Montreal Star—there was never a more ardent supporter of the Union Government than the Montreal Star. I find in the Montreal Star and the Montreal Gazette in large letters, such headings as, "Gamblers and Grafters," and these lines: "Yet it is a fact that a clique of scheming politicians at this moment is frantically endeavouring to induce the Government of Canada to force the

Grand Trunk railway to sell out to the Government as a part of the wild-eyed policy for the nationalization of Canadian railways." There is the Montreal Star, honourable gentlemen. And there are other similar articles.

There was one purchase made, that of the Canadian Northern, and surely that should satisfy the appetite of the most—I will not use the word, because it is not parliamentary.

Hon. Mr. TURRIFF: That is only a Canadian Pacific Railway article.

Hon. Mr. CASGRAIN: The Montreal Star is controlled by the Canadian Pacific railway?

Hon. Mr. TURRIFF: Yes.

Hon. Mr. CASGRAIN: Well, I am glad to hear that somebody can control the Montreal Star. We never could.

Buy the Grand Trunk! Why? Because it is going to become bankrupt? Why, the Grand Trunk floated a huge loan in London, within the last few months, on better terms than our Government floated some of their loans. I defy contradiction of that statement. Why take the Grand Trunk? The honourable leader of the Government (Hon. Sir James Lougheed) was speaking about Mr. Lloyd Harris and mentioned others who are representing us on the other side of the water. We have the Prime Minister, of course; we have Sir George Perley, Hon. Mr. Kemp and Sir George Foster, and we have, last but not least, the little brother of our own Clifford Sifton. I see some Conservatives smiling. They know the Siftons out West; we have learned to know them down East. They are known throughout the country. What can they be concocting? We know they were both in favour of the Canadian Northern, and we know also that there were many men who, at prices ranging from 65 to 75 cents on the dollar, bought shady paper of the Canadian Northern—unguaranteed securities that the provincial government had absolutely nothing to do with, and, having acquired those, and finding a good, solvent purchaser like the Dominion of Canada, they say: "Pay us our money at par." For what? They paid 65 or 75 cents, but they say, "Give us par, and give us interest too." I referred in this House two years ago to the \$147,000,000 of unguaranteed securities, and my statements have never been denied. Where are they to-day? Who has them? And of the \$60,000,000 which we are to be asked