

Minister of Justice that it was true. I cannot ask the honourable gentleman the source of his information, but he will speak later in the debate. If he finds that there was an imposition, that the letter bore no such construction as that a removal of the shops was contemplated, he will no doubt ask whoever conveyed the information to him to apologise. An apology is due the honourable gentleman, and I hope he will receive it.

Canada is undoubtedly in a serious position as regards the railways. There is a feeling throughout this country that the Grand Trunk railway has been stolen outright under certain management. A high court judge, on evidence before him, says that there has been dishonest handling of the books with a view to defrauding the Government of Canada; and one of the directors is Mr. Howard G. Kelley. Mr. Kelley, out of his own mouth, is practically convicted of having handed out this confidential document, for he was the man who had the letter; and, greatest disgrace of all, after seeing the correspondence—if Sir Lomer Gouin did see it—he exaggerated or mis-stated it with one intention alone, and that was to deceive the public. We have come to a pretty pass in this country when the Minister of Justice of Canada thinks it is fair and right to take correspondence obtained under such circumstances and to read it, not fairly and squarely, but in such a way that the electors throughout the country will be deceived, and that innocent gentlemen like my honourable friend will repeat his statements on the assumption that, coming from Sir Lomer Gouin, they must be true.

How has the Grand Trunk been managed? I will give my honourable friends one instance which comes within my own knowledge. I will not make public the names of the parties, but I will tell them to my honourable friend so that he may look into the books if he so desires. A firm became bankrupt that owed the Grand Trunk Company \$180,000 for freight. Is it any wonder that the long-suffering English stockholders are aggrieved at the handling of the Grand Trunk system? And that happened, I feel certain, while Mr. Howard G. Kelley was President of the road. Talk about the handling of the Grand Trunk Railway Company! Every man who lives in the province of Ontario knows that for twenty years there has not been the feeling that is spoken of, an esprit de corps—why? The feeling has been manifested in the strikes that have occurred

on that railway from time to time. Every section of the road has been permeated with that feeling. There is no loyalty on the part of the bulk of the employees of the Grand Trunk railway. I have talked to many of them, and they have hailed with delight the idea that they might get out from under the leadership of the men who have been conducting that road.

There is something due from this Government, and that is an explanation as to why Mr. Kelley has been retained in office at a princely salary. And there is something so far as Mr. Biggar is concerned. I have known Mr. Biggar for years, and I am confident that his retirement was hinted at on only one ground, namely, that of economy. He must be a man of 60 or 65 years of age—I have not seen him lately, and trust that his health is good; but I am confident from his high standing that that must be the cause. And since his name has been made prominent, I think it is only fair that Sir Joseph Flavelle should give the reasons for his retirement. No other names are mentioned in the same way, but there are imputations made in reference to two other gentlemen mentioned, namely, Mr. Dalrymple and Mr. Robb. It is high time that the public of Canada knew who are handling the railways, and to whom they are paying these princely salaries. It is regrettable to see a high-priced official like Mr. Kelley so demeaning and degrading his position, and on the other hand to see a Minister of Justice of Canada disseminating information containing not one iota of truth to prove the statements he was making; and if it is going to be a case of *ab uno dicte omnes*, if we are to judge all his statements from that one, then I say this Government will be shattered by having the Minister of Justice associated with it.

To my mind, the Grand Trunk railway should be taken over at the earliest possible moment; the Government railways should be placed under the control of one man. One man has been found big enough to control the Canadian Pacific railway, and surely another man big enough could be found to control this system. But if there is to be, as the Premier intimates, an interlocking of the whole system under separate managements, I fear that not much is going to be accomplished. But we do not know even yet that the Grand Trunk railway is going to be taken over, and I hope before this debate closes to hear an affirmative statement on this point. The Canadian Northern railway, by reason