

business which requires to be attended to. Hon. gentlemen opposite say that there are but a few unimportant Bills to be dealt with and then parliament will be dismissed to meet again in the fall. Well, that is not the understanding I have with my constituents. They have sent me here to look after their interests. They think there are a great many questions of the highest importance which ought to be attended to and grievances which ought to be remedied, but, according to the statement made this afternoon, there is nothing for us to do. That is not the opinion of the country. Go where you will and you will find a number of important grievances which the people want remedied and to which I have called the attention of this House from time to time. So far perhaps my efforts here have met with but little result. But they have set the people thinking, and if we cannot go on with the tariff, there are other things we can deal with. Last session the government appointed a special committee to consider the telephone grievance. A member of the government took charge of the investigation and practically gave a pledge to parliament that the government would rectify this grievance. Although he is no longer in the cabinet, the government are bound by his pledge. What has happened to that committee? I do not believe it expired last session. Perhaps it is almost in existence yet. We have the statement made in North York by a gentleman who is now a member of the cabinet, that it was the intention of the government to continue that inquiry.

Are these grievances of the people in connection with the telephone service not to be righted? This telephone question is only one—there are many others. The people of the United States to-day are greatly concerned over the passenger rates charged by the railway company. The other day the state of Ohio passed a law providing for a two-cent maximum passenger rate. Indiana is following; Pennsylvania and Wisconsin are also following; nearly every state in the union has this matter of passenger rates up for consideration. New York and Michigan had already passed such a law. And the same question is up in this country. At meetings everywhere it has been discussed. The people wish to see passenger rates reduced to a maximum of two cents a mile. They wish to see the Canadian railways, which give to their traffic originating in the United States this rate of two cents a mile, give the same to the traffic originating in Canada. And that suggests another great question in which the people are deeply interested. The people think that the express companies' rates should be regulated by the Railway Commission. Has this parliament no time to discuss that question, seeing that it is not to discuss the question of the tariff? Surely that question is worthy the attention of parliament, and

I intend to bring it before parliament this session. I do not see that the fact that the Minister of Finance has met with an accident is a reason for parliament suspending its functions. Too much attention is paid in this House to persons and not enough to the people whom we represent. The people have sent us here to look after their interests. They did not tell us that if this man or that man did not happen to be in his place parliament was to suspend operations; they sent us here to attend to the public business. I trust that the position taken by the government to-day that we are here to do business only if a certain minister happens to be in his place will not be acted upon as it was set forth this afternoon, but that we shall deal with the questions that concern the people.

There is another thing about which the people of this country are thinking a great deal, and that is this: While this parliament has power to deal with banking, with insurance, with railways and with a great many other things, and is expected to deal with them, it approaches them too much from the point of view of the corporations who happen to be engaged in these lines of business, and not from the point of view of the people who have to do business with the corporations. There is the railway, and there is the man who pays the freight or fare upon the railway; and, apparently, this House never has time to put through any railway legislation except that which is in the interest of the railways. We have not time to regulate passenger rates; we have not time to regulate the actions of telegraph and telephone companies; we have not time to regulate the banks in the interest of the people. These great corporations are growing enormously aggressive. They have forgotten their true place and are simply trying to make the most they can out of the public while trying to chloroform parliament and prevent any action here that will compel them to do their duty to the public fairly. Take the case of the banks. The banks of this country are most successful; perhaps they are too successful. They have built up enormous reserves, and do not seem willing to allow the country to enjoy the prosperity that they enjoy. This parliament passed a law that the issue of Dominion notes ought to be increased. For some reason, the government have not made use of the power so given. If the government issued more of these national notes, they would get the benefit of the circulation. But, in some way, the banks have managed to prevent the increase of the circulation of government notes to the extent of the power that the parliament has given to the government. In the same way the banks have been restraining the issue of government postal orders. In many ways, they have managed to take more advantage to themselves and give less to the people than they ought to do in view of the great franchises they enjoy. Then, take the telephone com-