

the treasury of Canada, not for dredging, but to this gentleman, whose influence in the ranks of the Liberal party was very great. And my right hon. friend the Prime Minister thought there was no call to investigate that. I believe, if I remember correctly that that was the occasion on which he said, taking all these matters into consideration, he was prouder of Pugsley than ever.

Then, on the 25th of January, 1910, my hon. friend the member for South Simcoe (Mr. Lennox), again taking up the matter of the expenditure upon the Transcontinental railway, moved:

That a committee of seven members be appointed to investigate the said charges (Lumsden) and all other matters connected with or relating to the construction of the eastern division of the National Transcontinental railway and the expenditures of public moneys thereon.

That motion was voted down. A motion to suit the occasion was substituted for it, and under that motion the investigation developed into such a farce that hon. gentlemen on this side of the House, seeing that they could not profitably expend their time in the interests of this country by lending themselves to that farce, departed from the committee and the remaining members did not even ask a question of the most important witness brought before it, one of the engineers of the Grand Trunk Pacific Railway Company concerning his most serious statements over his own hand with regard to over-classification on that road. On the 28th of April, 1910, my hon. friend from South Simcoe again moved:

That a royal commission should be appointed to make inquiry into all the facts and circumstances connected with the Transcontinental railway project, the conduct and efficiency of the various persons acting for the government, the manner in which contracts have been entered into and payments made and a thorough investigation into all matters connected with the building of the railway.

This, like the eleven other motions which I have enumerated, was voted down. So my right hon. friend will see that there was very little warrant for him to state to the people of the west or elsewhere that he challenged investigation so far as the expenditure upon the National Transcontinental railway was concerned or otherwise. I repeat that one of the great characteristics of this government, from 1896 up to the present time, and particularly during the past eight or ten years, has been its persistent refusal to permit committees of this House to inquire into matters of grave public concern—to inquire into the administration of the public departments of this country where grave suspicion has been cast upon them.

Mr. R. L. BORDEN.

I do not propose this afternoon to enter into a discussion of the recent scandals which have developed in the Printing Bureau. The fact that there is an enormous admitted loss to this country in connection with the administration of that department, the fact that there is admitted inefficiency and maladministration in that department, that fact that there has been stealing and looting and grafting in that department, the fact that all these things existed in that department from the time I moved my motion in 1906 down to the time my hon. friend from St. Anne moved his motion in 1909, asking for a thorough cleansing of all these departments, ought to bring a blush of shame to this government, if it has any sense of shame. We will have a discussion of these conditions later on, and I say here, as I have said upon the public platform, that the government of Canada, in respect of the loss to the people of Canada which has taken place since my hon. friend from Montreal (Mr. Doherty) moved and I moved for a thorough inquiry into all the public departments of government—I say that for all that loss, inefficiency, maladministration, stealing, looting and grafting, the government of this country is not only politically but morally responsible. Although the mills of the gods grind slowly they grind exceeding fine, and the day of retribution is not far distant when the disgrace now cast upon the country and its public service will be justly laid upon the shoulders of those who are responsible.

Rt. Hon. Sir WILFRID LAURIER. (Prime Minister.) We can all agree in certain things. At all events, however, we may disagree in other matters, we can all agree in the sentiment expressed by His Excellency the Governor General, and so eloquently referred to by those who have preceded me, that we are meeting under the shadow of a great calamity. The demise of His Majesty King Edward VII. was indeed a calamity—a calamity felt, not only within the breadth and length of his vast empire, but amongst all civilized nations. It is simply anticipating the verdict of history to say that the late king was endowed, as few men ever were, with sound and brilliant judgment, with tact and exquisite delicacy, and those graces and charm of manner which inspire confidence and win hearts. It is indeed but anticipating the verdict of history to say that while he was, in every possible way, a model constitutional sovereign, while he never exceeded, not even by a hair's breadth, the limit which, under the British system, is assigned the king, still he wielded in all questions of domestic and foreign policy an unobtrusive yet most beneficent and effective influence. And that influence was always exerted towards the lifting up to a higher level the good