

did water facilities. Has all that gone into the hands of an American syndicate? What is this gentleman buying it for? Is he buying it for Mr. Seward Webb? We do not know. Perhaps he is buying it rather with the object of preventing any company or even the Canadian government, that will try to use the Intercolonial Railway, to develop the port of Lévis. There would be a good speculation in it for him.

How are we protected by the public press of the country on this question? When it was known that the New York Central Railway Company had concluded to buy the Canada Atlantic Railway, I expected that the organs of public opinion in Ottawa, that have shown very often their loyalty to the British crown, and to the country, would express their indignation and fear. Not at all. They said there might be some danger but now we are going to reap some benefit; some big buildings are going to be erected in Ottawa. I may say that there is no city in Canada where two or three newspapers are not ready to help American capital to get possession of Canadian interests by leading public opinion in that direction provided that a few paltry local interests are safeguarded. I think it is the duty of parliament to consider how the interests of Canada are affected—look at the danger which is threatening. Let us take the example of the Grand Trunk Railway. It is not only a question of holding shares with these great railways. Here was a railway that was built with the money of the Canadian people, that obtained year after year favours from the Canadian parliament. No later than two or three years ago they had a grant from the Canadian parliament to widen the Victoria bridge, and they made a contract with the Canadian government. I do not want to discuss again that question; I do not say the contract was more favourable to the government than to the Grand Trunk Railway Company, but from the fact that the Grand Trunk Railway accepted it, it appears to have been a good bargain for the Grand Trunk Railway Company. One year after that grant was made they took the whole of the trade which they gathered from the west and carried it to the city of Portland. Here is a railway that starts at Chicago upon American territory, that passes along Canadian shores and reaps the fruits of the economy and industry of the Canadian people, which, passes our Canadian ports, deprives Canadian labourers of the profit of handling the freight which it carries, and deprives Canadian steamship lines of the profit of carrying that freight to Europe.

Mr. MACLEAN. And gives the Americans cheaper rates than Canadians.

Mr. BOURASSA. Another point that I am not going to enter into, but it is only an additional point. Now, Sir, we have heard a great many things about the Canadian Pacific Railway. Two years ago we heard

Mr. BOURASSA.

that on account of the excessive rates charged on the Canadian Pacific Railway and the Crow's Nest Pass Railway, a company was about to be formed in British Columbia to acquire and operate coal mines in competition with the Canadian Pacific Railway. That was the apparent reason. I do not know if the other reason given was true or not, but what is the result? The result is that the Northern Pacific, Mr. Hill's property, having interested a few Canadian gentlemen, and I think even a few parliamentarians in this country, has got hold of coal mines in the west, is going to prevent the Canadian Pacific Railway from getting coal in these mines, is going to establish smelters on the Northern Pacific and carry the trade as much as possible from British Columbia to the American states. We heard the same remarks last year about the Manitoba railway legislation. We have now the Canada Atlantic Railway, which possibly will carry its trade to the port of Boston. The Grand Trunk Railway is carrying its trade to Portland. If we do not put a stop to that kind of a thing—if it be possible to put a stop to it—then before long this country will be divided into four or five sections. It will be no longer one Canada; it will be five small Canadas, each of which will be a feeder to American transportation companies, to American labour, and to American capital.

From a national point of view, this is a matter of great consequence to us. Trade and commerce are the basis of the relations between all countries, and especially is that so here where our communities are separated by hundreds of miles of barren soil, and uninhabitable regions. The only affinity between British Columbia and the North-west Territories and Manitoba, and the central and eastern provinces is on account of the trade going through the Canadian railways. When British Columbia will do all its business in Seattle and San Francisco; when Manitoba and the North-west Territories will do all their business in St. Paul and Duluth; when Quebec and Ontario will do all their business in Portland, Boston, and New York, then the future of Canada as one country and one British colony will not be of long duration. I may be allowed to quote here words uttered last fall by the Countess of Aberdeen, speaking at Dundee. The first sentences merely explain what follows:

Was not the gloom which over-hung the land due in great measure to the fact that this country had departed from the principles of Liberalism and erected in its stead a false and tyrannical patriotism, before which they must bow down or be crushed? To throw doubt on the wisdom or justice of the present government was to brand themselves as traitors. We were squandering our sons and our money on the veldt of South Africa, and allowing Americans to buy up our commercial interests both in this country and in Canada. ('Times,' October 18, 1901.)

Sir, the interest of the British people is aroused on this subject. If they are be-