

the west, some of whom, I believe, have been supporters of his own party in the past, against putting to one side any idea of Government ownership in connection with the proposed transcontinental railway. I do not know whether this document, which I have observed in the *Citizen* of this morning, is authentic, but it contains some very cogent language from which I shall quote a few words:

The remedy lies in railways under public ownership and operated by a non-partisan commission. The Intercolonial should be freed from the spoils system, placed under such a general manager as Sir Thos. Shaughnessy, Mr. Hays, Mr. Whyte, or other efficient railway administrators, and extended to the Rocky Mountains and the Pacific ocean.

Some hon. MEMBERS. Hear, hear.

Mr. R. L. BORDEN. I am glad I have the support of some of my friends on the other side of the House.

Sir WILFRID LAURIER. We advocate Government ownership.

Mr. R. L. BORDEN. Yes? Well, my right hon. friend will no doubt withdraw this bill and apply the principle of Government ownership to the western division. There is an old hymn, I think, which says that:

While the lamp holds out to burn
The vilest sinner may return.

I do not apply these words to my right hon. friend, but I am glad to know that even at this last moment upon the third reading of this bill he has made some remark in favor of Government ownership. Surely, if Government ownership is a good thing, it is a good thing not only for the unprofitable eastern division but for the profitable western division. If we look at it for a moment from the standpoint of the interests of the country and not from the standpoint of the interests of the Grand Trunk Railway Company surely there is no reason why we should apply Government ownership to the eastern division and not apply Government ownership to the western division.

My right hon. friend cannot fail to see that his expert friends of the Grand Trunk Railway in effect have said that the western division is so good that it enables them to accept a lease of the unprofitable eastern division—nor can he fail to see that, while he professes to advocate Government ownership, he is involving this Dominion in a compact whereby the country builds and leases, at a rental less than interest on the cost, that Government *owned* railway, and the Grand Trunk Company graciously accepts, almost as a gift, the actual ownership of the western division, which the Minister of the Interior describes as *the most splendid and profitable railway proposition that was ever presented to any Company on the face of this earth!* That is how the matter presents itself to my mind, but if there is a change of heart on the part of my right hon. friend,