

other way. I dispute both of these contentions. I say that all we get for the growth of these great corporations is not a reduction in prices, but simply an over-capitalization and a defrauding of the shareholders.

A year ago I pointed out in this House the danger there was of the Canadian railways passing into the control of the great railway corporations of the United States. The House did not quite take me seriously in that contention, and perhaps the country will not, but what do we see to-day? Is it not a fact that the Canada Atlantic Railway, which runs from Montreal to Parry Sound, and which was built largely with the money of the Canadian people, has passed into the hands of the Vanderbilts? The right hon. Prime Minister said this afternoon that whether it had or not was of no concern to him, and that he was not afraid of this invasion of American capital. The people of Canada, however, are, I believe, afraid of seeing the railways of this country pass into the hands of foreign corporations. We are told that the Canadian Pacific Railway is still Canadian owned and under Canadian control. We are told that while many of the shares may be owned outside of this country, still the ownership and control of the road is in this country. Well, I believe that that control has passed out of the hands of Canadians. I believe that Sir Thomas Shaughnessy and the hon. member for West Toronto (Mr. Osler) and the other Canadians who are on the directorate, are only kept there by the favour of the great American combine, and may at any moment receive a notification from Mr. Morgan and Mr. Hill that they are no longer in control. I pointed out the danger a year ago, and that danger is still more imminent to-day. The Canada Atlantic has gone, and I believe the Canadian Pacific Railway as a matter of fact, has gone, and that the Grand Trunk Railway will follow. And in that event, the future of this country is very much in doubt. Let American corporations control our railways, and they will soon control our political future. The right hon. the Prime Minister has said on different occasions that should our railways pass out of our control then the country will interfere, but it will then be too late. When Mr. Morgan and Mr. Hill control the Canadian Pacific Railway and the Grand Trunk Railway as they do the Canada Atlantic, the right hon. gentleman says Canada will interfere. But on that day, when these fall, and foreign magnates control our railways, they will also control our politicians and legislatures. The one thing goes with the other.

The right hon Prime Minister this afternoon declared that he was not afraid of the invasion of Canada by American capital, and of the control of our railways passing out of our hands. But there is a member of this government who thinks somewhat differently. I refer to the Minister of Pub-

Mr. MACLEAN.

lic Works (Mr. Tarte). Speaking in Montreal on Saturday night, that hon. gentleman said:

As a matter of fact the time might come when the Canadian Government will have to do with the Canadian Pacific Railway what the British Government did with the Suez Canal. The British cabinet had secured the Suez shares in order to protect Imperial interests, and a similar patriotic policy might some day confront the Dominion of Canada. There was no danger now, but no one could tell what the future might bring forth.

I believe that the Minister of Public Works holds pretty much the position I do on this question. If there is one thing necessary to the maintenance of Canadian independence, it is the control by Canada of its own railways, and I congratulate the Minister of Public Works on his course in pointing out the danger, and hope he will succeed in impressing these views on his leader.

Another subject which has come before the people, and which was started down in the city of Halifax, is the proposal to hand over the Intercolonial Railway to the Canadian Pacific Railway. If we should do this, what would happen? Vanderbilt or Morgan might secure the control of the Canadian Pacific Railway, and with it the Intercolonial Railway, which has cost this country so much. This proposition would simply mean handing over the Intercolonial Railway to the great railway magnates of the United States. Yet the people of Halifax asked the boards of trade of the other cities to join with them, and the Canadian Pacific Railway is, day in and day out, pulling the wires among the politicians and inspiring the newspapers to bring that scheme to a successful issue. Should they ever do so, we may bid good-by to all our national hopes, and to our future as an independent power on this continent.

Instead of giving the Intercolonial Railway over to the Canadian Pacific Railway, and in that way putting it under the control of Mr. Morgan and his associates, we should have prevented the Vanderbilt interest getting hold of the Canada Atlantic, by buying it ourselves, and extending the Intercolonial Railway over it. And instead of allowing the Rainy River Railway to fall into the hands of Mann & Mackenzie—and I have heard it stated that Mann & Mackenzie are but another name for J. J. Hill—this country should have built the Rainy River road itself and the Crow's Nest Pass Railway. We would then have had almost a complete transcontinental system in the hands of the Canadian people and under their control. But instead of doing this, we have given away immense bonuses and we have allowed the Canada Atlantic to pass under foreign control as well as the Rainy River road, if it be the case that Mr. Hill is the real proprietor. We have let the Crow's Nest Pass go into the