

confronted with the problem, what policy are we going to adopt? When we come to consider that aspect of the situation we find that three courses are open to us: liquidation, government ownership, or allowing the road to go into the possession of the Canadian Pacific railway. Now we must decide on some method in dealing with the situation.

I would like to ask my honourable friend the leader of the Opposition (Hon. Mr. Bostock) if he would say that we should hand over to the Canadian Northern the money which is required at present, amounting to a sum between \$15,000,000 and \$25,000,000. I would like to ask him if he would favour the policy of continuing to give money to the Canadian Northern Railway company in order that they may keep the railway in operation? If he says: "I would do that," then we shall know the position which he takes on the question. If he says: "No," then what is his policy? I think it is the decision of the people of this country that the present system shall not be maintained. Personally, I feel that the position of the Canadian Northern people is a difficult one. Nevertheless, we must deal with the matter.

Some men talk of the Canadian Northern as if the Government or the people of this country had no interest in it; they talk of it as if it were similar to the railways in the United States. We know very well that the United States Government is not interested in the railways, and never was, further than to give them a franchise in the best interests of the people. But in this country transportation is of vital interest. Without transportation facilities of the very best, we cannot develop this country as it ought to be developed?

We must therefore decide whether we are going to allow this road to go into liquidation, whether it is to be brought under government ownership, or given to the Canadian Pacific railway. I would like to ask my honourable friend, the leader of the Opposition, to what policy he is going to adhere—what part he is going to play. Is he in favour of liquidation? Honourable gentlemen know very well that if we allow the railway system to go into liquidation, our interests will be immediately jeopardized. Not only that, but the transportation interests of the country will be endangered. What would become of this railway, of the great traffic it is now carrying on, of the great assistance it is now rendering in connection with the supplying of our overseas lines? What would happen to all that?

What would happen to the 11,000 or 12,000 men who are employed on that railway, and to whom the sum of \$15,000,000 or \$20,000,000 is paid annually? On the other hand, suppose we allow the Canadian Pacific railway to take over the road. If we want to let it go into liquidation, there is no corporation in Canada that could touch the Canadian Northern system except the Canadian Pacific Railway company. What would the Canadian Pacific do when they had taken over this road? They would acquire those branches which are of advantage to the Canadian Pacific railway and the rest of the road might go to rust for all they would care about it. The main line from Port Arthur to Fort William they would use; the branches in the West they would use; that is all they want. We have had information with reference to the branches of the Canadian Northern system, and on that subject I need not give you my own opinion, but can refer to the opinion of the best engineering authority in this Dominion, that the branch lines of the Canadian Northern are equal in every respect to those of the Canadian Pacific railway and are in many respect better.

There is another point with reference to the Canadian Pacific railway. No man in Canada has higher appreciation of the Canadian Pacific railway than I have. No man has been a stronger follower of the Canadian Pacific railway than I have been. As a Conservative I am proud of Canada and proud of the Canadian Pacific railway. I am proud of the men of Canada who constructed that railway and made it what it is. The Government of Canada has helped the Canadian Pacific railway, and the Canadian Pacific railway has helped considerably to develop Canada.

I do not want to take up the time of this honourable House in touching upon the ground covered by the honourable gentleman who has preceded me (Hon. Mr. Cloran); but may I refer for a moment to the loan which was made by the Canadian Government to the Canadian Pacific Railway when it was in a condition similar to the present condition of the Canadian Northern. What would have happened to the Canadian Pacific railway if the Government loan had not been made? We know very well that on that occasion the money markets of the world were closed to the owners of the railway. We know that the financiers in the country to the south of us, and the railway and transportation men, were against the Canadian Pacific railway and used every possible means to prevent