

criticism of the proposal that the Grand Trunk Pacific Railway Company or the Grand Trunk Railway Company under that name shall get into the west. What I am criticising is the mode of doing it. It seems to me most extraordinary, most contradictory and a complete reversal and condemnation of the policy which the government adopted in 1897.

Then, what advantages are secured to the country for the assistance granted to this road? The portion which the hon. minister says is a magnificent business proposition is the portion which is to be built with government assistance. There is no contract for the control of rates such as has been obtained in Manitoba. There is only the control that is exercised over railways generally.

Are there any lower rates guaranteed? None are guaranteed and how can you expect lower rates in view of the statistics which I have presented to the House and in view of the statistics of a similar character which have already been submitted. In addition to that there is, for the reasons that I have mentioned, no assurance that the trade shall be sent through Canadian channels.

Further than that the Grand Trunk Pacific is given power to engage in almost every possible description of enterprise and in that way it may be possible in the future that individual enterprises may be dwarfed and curtailed when it may come into competition with this great corporation.

Mr. Speaker, the opposition might well content itself with stating generally the objections to the policy of the government, but, in view of the importance of the question it is essential that an outline of our policy should at least be stated. In the first place I say that I believe this is a question upon which any political party in Canada should obtain the best possible expert assistance and advice, and it would be our policy, by commission or otherwise in the speediest possible way to obtain that advice and assistance so as to be able to act upon broad lines, upon reasonable lines and with due inquiry, with due promptitude and at the same time with due caution and deliberation. Subject to that consideration the policy which I think

should be adopted by the country is, in the first place, as follows:

Canada has expended on the Intercolonial Railway over \$70,000,000 and of that expenditure \$15,000,000 pointed to further development, to a further extension of the road to the west. As I said before in answer to the hon. member for Hants (Mr. Russell), you have the Intercolonial Railway and you have to do something with it. Will you sell it or give it away? Are you going to let it stand still or are you going to develop and extend it? Is it alone of all the great railways in this country to stand still, because we must remember that stagnation means in the end ruin? I say that I am not one of the pessimists such as the hon. member for Hants who are afraid of the future of the Intercolonial Railway. The hon. gentleman talked about pessimists. Did you ever hear anything more pessimistic than the doleful account he gave of the prospects of the Intercolonial Railway and his expression of opinion that the people are not able to operate efficiently their own railway? He spoke about croakers. I do not want to apply any terms of that kind even though they come from him, but I will ask when he is dealing with the Intercolonial railway who the croaker is in this House to-day.

**What are we going to do with the Intercolonial Railway? We are not going to Give it away, I hope. We are not going to sell it, I hope, and we are not going to let it stand still, I hope. Other railways throughout the country are being developed and extended. Why not the Intercolonial Railway? I say that I do not believe the Conservative party, the party which had the courage to build the Intercolonial Railway, the**