

market and buy the control of these two great Canadian railroads. Here is the point: the Canadian Pacific Railway and the Grand Trunk, as owned and controlled to-day, actually antagonize our own country, our own ports, our own canals, our own river routes, our own fast Atlantic service—antagonize Canadian interests in every way. But if the state had control of these railways, they would be the complement of our canals, of the Intercolonial Railway, of our rivers and harbours, and they would be, what they are not now, national railways helping to build up this country.

Some hon. gentlemen on the other side of the House are disposed to make sport of this; but I read only yesterday in an Ottawa paper that the Minister of Public Works (Hon. Mr. Tarte) proposes to extend the Intercolonial Railway across this continent so as to give the people of Canada some relief from the exorbitant rates charged by the Canadian Pacific Railway. I believe in that, if we cannot nationalize the Canadian Pacific; but it will cost more to extend the Intercolonial across the continent to the other seaboard than it would to acquire to-day the control of the Canadian Pacific Railway. There is the present and immediate way of settling the transportation problem of this country; there is the way to get a fast Atlantic service—to use the railways of Canada to build up our Atlantic ports; and it can be done for less than \$50,000,000. The country would not have to bear any more expense in connection with the bonds and the various investments of the railway than it bears to-day. It is the traffic that pays all these expenses. In fact, I believe, the capital could be converted to a 2½ or 3 per cent basis instead of having to bear the rather high rates that prevail to-day. The country would benefit in that way and in a thousand other ways from such an action on our part. We should not for a single day longer allow the control of our railways, and it may be the control of our coal areas, to stand in danger of passing over to the capitalists of the United States. And there is something coming in the United States. I believe a revolution is imminent there. What is likely to happen was depicted the other day in a cartoon in a New York paper in which Uncle Sam was watching some boys—Morgan, Rockefeller and others—putting the railways into a bag, and he said to the boys, 'When you get them all into one bag, I intend to take them over.' That is the position of matters in the United States. There are great constitutional difficulties in the United States in the way of the government taking over the railways; but in Canada all that is required is a resolution to be passed by this House, and the Minister of Finance (Hon. Mr. Fielding) ought to be able in twenty-four hours afterwards to make arrangements by cable in England to have the

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necessary money to buy the control of the railways. It is an easy thing for us to do. We have extended the Intercolonial Railway, and it is the best asset Canada has to-day. I am told the Minister of Railways (Hon. Mr. Blair) is in favour of extending the national railway. If he is, he is on good lines. The Intercolonial Railway must not end where it is to-day. The people have substantial grievances, which must be remedied, and the way to remedy them is to stop chartering railways and giving away to railway corporations the lands of the country.

Somebody is going to tell me that there will be corruption and maladministration attending this project. I would be prepared to pay a man like Mr. Hays, who is admitted to-day to be the first railway man in America, \$100,000 a year, if necessary, to administer our railways absolutely for the benefit of the people and irrespective of party or political considerations; and we can get such a man. Perhaps we could get three men to do the work for a great deal less money. But what I am talking about is a serious present problem before the people of Canada, which may be forced upon their attention any day—a problem which must be solved, and to which immediate public attention should be directed; and we should have some statement from the government as to what they would do if they should wake up some morning and find that our two great Canadian railways had passed into the hands of that enormous syndicate in the United States which to-day controls nearly every mile of railway in that country, which controls every acre of coal lands, which controls the Standard Oil Company, which controls the iron output of the country, which controls the banks. (Mr. Morgan is besides the greatest banker in the world to-day), and directing its energies against Canada and controlling our railways with the capital behind it, could wipe the name of Canada from off the face of the earth, and that is the only thing that could do it.

The POSTMASTER GENERAL (Hon. Mr. Mulock). Oh no.

Mr. MACLEAN. I am glad to hear the hon. the Postmaster General say that even they could not do it. I know of some who tried to do it a few years ago and did not quite succeed. I wish, in all seriousness, to call the attention of this House and the entire country to the situation as it exists to-day and ask, under these circumstances, some information from the government of what they are likely to do under the circumstances.

The PRIME MINISTER (Rt. Hon. Sir Wilfrid Laurier). I would not like to be offensive to my hon. friend, but I would suggest to him that if he were serious at all in the policy which he has adopted, he has