

country shall keep faith with the institutions with which we have made bargains, and to which we have pledged our faith. It is necessary that we shall keep faith with those who have invested many millions of dollars in the Canadian Pacific Railway, perhaps more than in the Grand Trunk, which is our other great railway system. I have the pride of a Canadian, and while I think it is an honourable thing to come to this House and to represent a constituency, if I am not permitted to express the opinions which I believe to be true for the fear of losing a little popularity, I will be content to stay at home. I represent a rural constituency. But, what is good for the cities and towns, for the development of trade and commerce, is good for the country, and this is a fact which our agriculturists know. They read enough to keep themselves informed by reading, and they understand this matter quite well. When we have induced capital to be invested, there is no more vicious thing, even looking at it as a matter of policy, than to run the risk of allowing it to be known in the money centres of the world that the Canadian legislature will not keep faith. There is nothing more vicious, and we should be very careful how we stop supplies by allowing any question to be raised as to our good faith. The good faith of Canada, good faith between the legislature and the people, is much more valuable than any cheap popularity that may be gained by attempts to mislead public opinion on important questions in regard to which it may sometimes be dangerous to do justice to those whose rights are in the keeping of the legislature.

Mr. MACLEAN. Mr. Speaker, just a moment in personal explanation; the hon. gentleman (Mr. Tisdale) has admitted everything I said here.

Some hon. MEMBERS. Vote, vote.

Mr. MACLEAN. I have the right to make a personal explanation.

Mr. TISDALE. As far as I am concerned, I hope the House will give him the indulgence.

Mr. MACLEAN. The hon. gentleman (Mr. Tisdale) started out by correcting me and accusing me of not knowing what was before the House. I knew that this clause was in the Bill, but I say that it does not meet the case.

Mr. SUTHERLAND. Mr. Speaker, I rise to a point of order. The hon. gentleman has already spoken on this subject.

Mr. RUTHERFORD. Mr. Speaker. I would like to say, in regard to this matter, just a few words. The hon. gentleman (Mr. Maclean), perhaps, was not in the Railway Committee when this question was discussed?

Mr. TISDALE.

Mr. MACLEAN. Yes, I was.

Mr. RUTHERFORD. If he had been he would know more than he does in connection with the Bill. I agree with some of the things he has said. I am not in the position of being able to see into the mind of the hon. gentleman, and I cannot judge as to his motives. Perhaps, the less said about them the better, but, still, I am compelled to agree with a great deal he has said. But, there is one great difference between the facts of the case and his presentation of them. There is a great difference between the action of the government in giving aid and assistance to railways and this House simply granting charters to railways. In giving aid and assistance to railways the government is in a position to demand concessions in return, as in the case of the Crow's Nest Pass Railway, and in other legislation, which has since been passed upon in regard to these railways. This is, however, a question of degree. I object to the granting of these charters all over the province of Manitoba, and to the blanketing of the province of Manitoba by the Canadian Pacific Railway for reasons which I have, time and again stated before the House and elsewhere. I may say that if the hon. gentleman had been present in the committee he would remember that Judge Clark, the representative of the Canadian Pacific Railway, expressly refused to entertain, even for a moment, the proposition that they should accept the relaxation of the 10 per cent clause on the branches, of which these lines are extensions, even as far as Winnipeg. Some hon. members on both sides of the House may be of opinion that the sop given by the Canadian Pacific Railway in relaxing the 10 per cent clause on these branches, may be of considerable value. Well, I do not look upon it as being of any very great value, and I agree with hon. gentlemen that before granting these charters to the Canadian Pacific Railway, something ought to be done to make them extend the relaxation of the 10 per cent clause at least as far as the city of Winnipeg, because all these lines communicate through the original branches and main line with Winnipeg. I do not know whether it is possible to do that or not, but if it is possible it ought to be done. So far as that portion of the remarks of the hon. gentleman are concerned, I am heartily in sympathy with him.

Mr. A. W. PUTTEE (Winnipeg). This is simply a matter of making a bargain, and I fail to see that it is at all a breach of faith on our part. When the solicitor of the railway company agreed before the Railway Committee to forego the 10 per cent clause on these branch lines the question was put to him as to what was the value of that concession, and he told us, that the company certainly was not giving something for nothing. Well, we are now giving some-